at file
Princeton-Hall Folder.

AUG 17 1949

M/V. PRINCETON-HALL
AUGUST 12th, 1949
****

Subject: Activity report

To: Rev. J. Earl Jackman D.D.

From: Cyrus E. Peck
Princeton-Hall

Daily Vacation Bible School:

Daily Vacation Bible schools were held at Craig, Klawack, and Hole In the Wall, with a well attended services for prayers and showing of "the Cowboy's Hitching Post" and "The Northern Out Post" at Hydaburg, Craig and Klawock. The attendence of the Bible Schools were excellent and successful. The teachers who took part in this service to the children through out Alaska, did a spledit job, and were wholly devoted to their job. This meant a lot to the communities, which caused cooperation where ever we want.

The opening day of Bible School at Kasaan, the boys could not understand why they had to march in with crosses instead of guns. to music of onward Christan solderWhen at Saxman, the teachers picked some boys to act out "The Good Sameritan" during their rehearsal Miss Miller told one of the boys Billy to grab the passing boy and to pretend to beat up on him. Billy went right to work and realy beat up on the passing boy. And did not pretend either.

Our breif visit to Water Fall, met with many requests for a Bible School. We did not have one there but left enough material for those girls that have attended SJJC. They no doubt had one, as there was enough tallent among them there.

Pastoral Visits

We made pastoral visits to some of the out of the way places such as Karheen, there I had a breif prayer service with an old couple thatwere there for many years and are the only surviving residents of that little town. They were over joyed to hear once more the Word of GOD read to them.

From Karheen,we made our way to a Fox Farm in "El Capitan" there we visited with the couple over night. There we had a splendit fellowship and was asked to return again some day. From there we went to Point Baker, there we floaded that little settlement with beautiful music telling of the Word of God, and comforting to all who heard it.

Pole Anchorage was our next stop. There we stretched our weary bones and went hiking over the logging road. We visisted those that were there, and continues on our jurney to Edna Bay,a once blooming logging town now preparing to open a mine. We floaded the town with music, messages and left for Craig then to continue to gather delegates for the Junior conference.

Final

The work on the boat was very inspiring. I felt that everywhere we went we scathered seeds. Seeds that will bear fruit in time. All that I worked with were very cooperative. My thanks goes to all that were resposible for my priviledge. The Princeton-Hall has been very faithful in carrying out it service, and was always on time. May through Gods' Grace it continue to carry out its mission to those that are hungry for the Word. That Word of Life.

Because of the time for me to go fishing, I am forces to make this report discouragingly short. There are so much to tell about the boats service, I feel counscious of the shortness of this letter. May God Bless you all.

(Mailed withoutcorrecting)

C E Peck
Cyrus E. Peck

Re: Motorship Princeton - Hall

Suggestions of Comander F.J.Statts

JAN 29 1951
From R R Armstrong

ALASKA
PERM. FILE

Mainenance of Machinery and Engine Room:

1. The GM instruction manual should be followed as to inspection of the engine.
2. Fuel filters should be drained off once a week.
3. Engine should not be run over idling speed until it has a chance to warm up.
4. Storage batteries should be checked for electrolyte level and specific gravity, once a week.
4. Battery terminals should be kept clean, tight and ground.
6. All oil should be removed from the bilges and kept dry.
7. All oily rags should be removed from the engine room.
8. Generator brushes are arcing. This may be caused by worn brushes.
9. All lube oil fwd and water lines should be inspected once a week and any leaks repaired immediately.
10. No inflammables such as gasoline, paing, etc. should be stored in the engine room.

Princeton Hall Recommendations:

1. Fire extinguishers on board are adequate according to CG Regs - it is believed that the portable extinguisher in the engine room should be moved to a more accessible location in event of fire.
2. All fire extinguishers should be checked and refilled as necessary and records kept on board of this - the 17th CG Dist Marine Inspector will inspect the extinguishers if you wish.
3. It is believed that the portable carbon tet extinguishers should be replaced with suitable CO2 extinguishers from the viewpoint of personnel safety, however, the carbon tet extinguishers do meet the CG requirements.
4. All exterior hull areas should have new caulking - especially along the waterline on the port side and the stern - then the hull should be repainted to a depth of two coats.
5. Superstructure decks should be scraped and new ~~canvas painted~~ applied, with coat of fire retardant canvas preservative applied in lieu of painting the canvas, as paint will rot same.
6. Seams around the forward and aft hatch coamings should be caulked, as well as the planking in the "boat" deck.
7. All woodwork, unpainted, both inside and outside should be sanded and revarnished, as it is beginning to shows sings of deterioration - this should be done at least every six months.
8. A canvas or other suitable covering should be provided for the anchor windlass, as continued exposure will rust all internal parts
9. With reference to (5) , it is felt that the wood under the canvas should be painted with a light coat of suitable paint (outside white) before replacing the canvas, and that the seams of the canvas should be coated with white lead to insure watertightness.

10 - It is felt that one man for deck work is sufficient, provided that the work is "caught up on" - i.e., one man should keep the vessel in good shape on deck work provided the work did not "slide".

cc
Dr. J. E. Jackman
Cyrus Peck
Elwood Hunter
Princeton Hall File

Mr. Dimmitt

INVESTIGATION AND REPORT CONCERNING THE PRINCETON-HALL

Introduction

April 17, 1953

The replacement of the Princeton-Hall and the making of this as a special project outside of the budget was considered by the Cabinet of the Division of Missionary Operation on November 20, 1952.

The following action was taken by the Headquarters Council on November 26, 1952:

> "In view of attention being called to the condition of the Princeton-Hall and the need for replacement, it was VOTED to refer this matter to the Division of Missionary Operation for investigation and report concerning the use of it in the program of the Board promotionally and otherwise."

The descriptive statement from the minutes of the meeting of the Cabinet of the Division of Missionary Operation on November 20, was entered in the docket for the meeting of the Executive Committee of the Board on December 4, 1952, and then with certain deletions was entered in the minutes and recorded as approved.

The Cabinet of the Division of Missionary Operation on January 22, 1953, entered in the minutes its subsequent steps:

> "It was TAKEN BY CONSENT that Richard S. McCarroll be requested to investigate the Princeton-Hall situation, as referred by the Headquarters Council; that Mr. McCarroll coopt members of a committee to assist him if necessary; and that he report to Cabinet the results of this investigation."

Approximately $1500 for repairs and recaulking of the Princeton-Hall was approved.

The following committee was appointed by Richard S. McCarroll: J. Earl Jackman, D. Allan Locke, Lucien H. Tribus, Thomas G. Mowry, Katharine E. Gladfelter, Harold H. Baldwin. The chairman had individual conferences with each member of the committee for ascertaining of facts and securing expressions of opinion. It proved to be virtually impossible to convene the entire committee at one time.

The subject of the Princeton-Hall was not presented at the Cabinet of Missionary Operation meeting on April 2, 1953, due to an extensive docket and the absence of Dr. Jackman. At the Headquarters Council meeting on April 9, 1953, the chairman of the special committee presented the matter informally but no report was submitted and no action was requested or taken. The impression arose that publicity material now being prepared emphasized replacing the Princeton-Hall with a large ship for transporting large groups; the chairman later secured a copy and found that there was no reference to the size of the planned replacement for the ship and no statement at variance with the ideas expressed in the preliminary conversations of the committee members.

Following individual conferences on initial drafts of sections of the report, a completed draft was submitted to members of the committee and reviewed at a meeting of the committee on April 16, 1953. Dr. Merlyn A. Chappel of the Division of Missionary Support attended the April 16 committee meeting. Upon the instructions of Dr. Locke and Dr. Chappel, the chairman telephoned to Dr. Jackman at the meeting of the Presbytery of Alaska at Haines to review the recommendations with him. He will discuss the proposed recommendations with the Presbytery. Copies of the revised report will be mimeographed for the meetings of the Advisory Committee of Missionary Operation on April 22, and the Board on April 23 - 24, 1953.

I. The Use of the Princeton-Hall

A. Itineration of the Princeton-Hall: Major Program Trips

1. Opportunity and Justification

a. The reporting of the work of the Princeton-Hall and of its predessor The Princeton has been extensive. The possibilities of service are unlimited and depend in the outworking upon the available personnel and the keeping of a suitable ship in top navigable condition. (cf. Appendix I re opportunities).

b. Alaska lacks standard transportation service. There is no regular motorship service in Alaska. There are no commercial steamers except in the summer time and then only to certain points on tourist routes. Scheduled plane service is available only to major points, and other places may be reached only on a chartered basis at the rate for 3 passengers plus stand-by time by the hour. Consequently, motorship service is not available, routine plane schedules include only some of our mission stations, and chartered plane service would prove to be very costly as well as frequently undependable to and from small mission stations and completely unusable for missionary calls at isolated settlements, homes, lighthouses, etc. A missionary motorship is the only present solution to meet the widespread needs for Christian visitation and service.

2. Trips Illustrating the Use of the Princeton-Hall

a. Annual Trips

- - Evangelistic Visitation trips
- - Deputation teams - including students (12-15 with 2-3 leaders)
2- Presbytery (1 meeting, 1 conference)
2- Y. P. Conferences (2 trips up, 2 trips back)
2- S.J.J.C. student transportation (spring and fall)
2- 3 Haines House, to doctor and dentist
- - National Missions Seminar

b. Selected Trips (from Log entries and Activity reports)

May 31, 1948 General Assembly visitors, 36 & crew
Nov. 9, 1950 Convention trip
Dec. 4, 1950 Communion served
Mar.18, 1951 Angoon choir visitation
Apr.22, 1951 Student Passengers. Haines H.S. Band. (50 students listed by name; crew & others unlisted)
May 28, 1951 Senior Conference -Transported S.J.J.C. students to home ports
Sept.9, 1951 Medical trip - Haines House
Feb. 1952 Bible rally - Funeral service
Apr. 4, 1952 S.J.J.C. Gospel team
May 27, 1952 Synod trip
Aug. 1952 Daily Vacation Bible School - Transported casket
Sept. 1952 Student run - Added 2 light stations to our stopping list
Oct. 1952 Presbytery -Transported Haines House group for retreat
Nov. 1952 Long pending baptism of infants - Angoon

3. Planning of Trips

a. The Secretary of the Department of Work in Alaska, the Field Representative, the National Missions Committee and the Presbytery of Alaska confer from time to time regarding the program and itineration for the work involving the use of the Princeton-Hall.

b. The National Missions missionary evangelist, the chairman of National Missions, and the engineer-captain of the Princeton-Hall map out skeleton itineraries. Under maritime regulations, the captain assumes charge when the ship leaves the dock. However, if the timing and the route are established carefully in advance, no conflict is likely to arise between the captain and the missionary evangelist. Rev. Paul Prouty was both engineer and missionary during his period of service, but it ordinarily is too much for one man to do both. Mr. C. E. Peck, Sr. has had the services of an engineer although he has assisted with the operation and maintenance of the ship. A new engineer, Mr. Richard V. Nelson, was employed as of April 1, and a new crew hand, Mr. Albert George Nelson, has recently been hired. Mr. Peck has resigned effective as of May 1, 1953, and an ordained minister now serving in Alaska is being considered as a successor.

B. Relationship to Use of the Sheldon Jackson II of Sheldon Jackson Jr. College

1. The reduction of direct provision for transportation of students of Sheldon Jackson Junior College to and from school has been progressive as planes and other transportation have become more available by contrast with the earlier days in which three ships (S.J.S. II, P-H, and Rev. Verne Swanson's Vermay) provided transportation for virtually all the students.
2. The S.J.S. II of S.J.J.C. is a 48 foot ship built about ten years ago for fishing and hunting and not for passenger use, but it often has been utilized for the transportation of students with a day capacity for 18 - 20 and sleeping allowance for 12 - 16 persons. The S.J.S. II was soundly and heavily constructed. It has had continued good care through the S.J.J.C. personnel and facilities, and has not been subjected to U. S. Navy operation or to winter use.
3. The selling of the S.J.S. II has been reported to have been somewhat favorably considered by the new president of S.J.J.C., Mr. Roland Wurster, as there would appear to be fewer complicating problems if the school does not have a ship. The current consideration of the disposal of the S.J.S. II has been on the presumption that the Princeton-Hall would continue to be available, and it did not allow for the possibility of the present Princeton-Hall with the capacity of 38 - 40 being replaced by a smaller ship accommodating a maximum of 15 - 20. This may lead to reconsideration of the entire subject. However, the capacity of the proposed new Princeton-Hall may prove to be sufficient for serving students without other available means of transportation. The school recognizes that in any event some financial help may have to be given to certain students toward transportation by plane where such is available and the cost is beyond the means of such particular students.

II. The Condition of the Princeton-Hall

A. Construction

1. The Princeton-Hall was built in Sitka, Alaska, under the direction of Andrew Hope who at the time was associated with our Sheldon Jackson Junior College. It was launched on December 3, 1941. The cost was $34,000 not counting extensive help from S.J.J.C. students. The length was 64'11", the beam 15'6" and the depth amidships 7'7". This length was determined to avoid reaching an even 65', as 1" larger would have required a 5-man crew under Coast Guard regulations. This is evidence that a 2-man crew is really insufficient to operate and maintain a ship only 1" shorter than the 65' ship requiring 5 men. When large numbers are on board, a third crew member is required, and a cook must also be secured although women have often shared the cooking work instead. The capacity is 38 - 40 passengers by day, and less for sleeping accomodations.

2. The U.S. Navy commandeered the Princeton-Hall even before it was commissioned, and allowed a price of $29,000. The Board of National Missions re-purchased the ship about two and one-half years later in August 1944, for $19,000 plus an allowance for reasonable depreciation. The sum of $10,000 was spent by our Board to recondition the ship upon its being returned.

B. Maintenance: Operating Trouble and Repairs

1. Operation Problems

a. The ship was abused by the U.S. Navy through forcing the speed, and in addition the deck has always leaked since the Navy returned the ship. However, there is a question whether the ship was properly caulked when it was built, which may have been a cause of the recent sinking of the Princeton-Hall at the dock on December 16, 1952, although it is possible that the ship may have struck a reef at some time which may have aggravated further the condition of the hull. The hull of the ship should last for 20 years in continual use in Alaskan waters as against a life of a little over 11 years to date for the Princeton-Hall.

b. The maximum number of operating hours before replacement of the type of motor in the Princeton-Hall is 5000, whereas this ship has already accumulated more than 4500 hours on its single motor.

c. The Princeton-Hall uses as its home port Petersburg which is on the inside passage halfway between the north and south reaches of its itineration, and repairs are usually effected in Juneau, which city however is icebound in mid-winter. Sitka, at which S.J.J.C. is located, is on the outside passage and is not as conveniently situated, although some maintenance could very probably be effected there through utilization of engineering personnel and student help at the college.

2. Log Entries (Log books for 1945 - 51 only provided for review)

Oct. 6, 1945: Struck rock at 22.00.

Feb. 18, 1946: Slowed down. Motor slowed by itself.

Feb. 19, 1946: Stopped 5.50. Taken in tow by the "Sultan" 7.50. Engine dead.

Feb. 21, 1947: Engine breakage at 8.10. Under way at 9.40.

July 23, 1947: Examined engine. Found broken gear housing. Unsafe to leave harbor.

Sept. 5, 1947: Struck mud off Simmons Island 19.58. Put off lifeboat and waited for incoming tide. Off mud at 00.55.

Sept.26, 1947: Motor leaking fresh water badly. Bolt broken. Turned back to Juneau from Portland Island 7.35 after unsuccessful attempt to repair.

June 17, 1949: Boat out of control indicates rudder trouble. Adrift while Herbert and Cyrus seek help in rowboat. Brought out an outboard motor with gas for our outboard. This helped us to maneuver back to dock. Later backed for repairs of rudder. Investigation showed that the rudder had dropped off in taking off from the float.

May 29, 1950: Engine trouble off Kasaan Island. Noise showed inside trouble. Called Coast Guard who replied first call.

March 2, 1951: Generator trouble.

June 20, 1951: 08.40 Engine quit off Portage. 08.50 Engine starts off Portage. 09.00 Engine stopped. 09.16 Start.

June 22, 1951: Seminar trip. 14.45 Engine trouble - oil. 15.40 Start. Loss 50'.

July 21, 1951: Motor overhauled, repaired fifth piston - put in new rings and new sleeves to the tune of $1500 plus new other parts.

3. Activity Reports of C. E. Peck, Sr.

Feb. 1952: Boat functioning quite well only major leaks still drip as ever...

March 1952: Oil pressure dropped. Only thing we could think of is main bearings. Deck will have to be caulked and sealed by someone who does a good job.

May 1952: Extensive repairs both to bottom and the motor.

Aug. 1952: ...I am thankful for the Lord's guidance and for the motor staying together -- it did.

Sept. 1952: Main shaft line rattling...remedied by another bearing. Started working on front windows -- uncovered more dry rot.

Dec. - 1952: About the middle of the month the P-H sprung a leak and this kept me pretty busy for about two weeks.

4. Report to Date

Dec. 16, 1952: The Princeton-Hall sank at the dock in about 6 feet of water. Recaulking and repairs were completed in the Spring of 1953.

C. Survey and Evaluation: Correspondence

1. Commander F. J. Statts compiled suggestions which were received by the office of Dr. J. Earl Jackman as of January 29, 1951, containing (1)Proposals for Maintenance of Machinery and Engine Room and (2) Princeton Hall Recommendations, which latter included items on fire protection along with other items relative to the caulking and preservation of the exterior of the ship.

2. J. C. Warner, Marine Surveyor, wrote a report dated December 17, 1952, referring to the sinking of the Princeton-Hall on December 16, 1952, listing the need for recaulking seams, checking fittings, and repairing the hand-operated bilge pump.

"The following items of possible leaks in hull, also several items are still under observation.

a. Several plank butts were in need of recaulking, original cotton was rotten and would no longer seal these joints.
b. Two stopwaters at intersection of bow stem and forefoot were loose.
c. Two plank seams on starboard side, midships at knuckle, were loose.
d. Garboard seams along both sides of shaft log and deadwood were also started and would let water in.
e. All sea hull fittings were checked while on ways, and now are being checked in the water for final observation check. If any sea fittings are found questionable, then inside woodwork surrounding fitting must be cut away for access. As some fittings are below floors, work would be quite extensive.
f. Rudder hull gland is questionable and must be thoroughly checked.

I believe a check with the U.S. Coast Guard would be advisable, and I think they will insist on checking the above items. It is my opinion that items a.b.c.d. would not cause the vessel to take water so rapidly as to endanger vessel up to 24 hours without pumping. Also the hand operated bilge pump is not in working order and should be repaired at once."

3. Rev. Thomas G. Mowry, D.D., a member of this special committee, has visited Alaska on 5 different occasions. In reply to a request for a statement he wrote a letter to the chairman of the committee dated January 27, 1953, with the following comments:

"I was in Juneau when the Harbor Master sent the frantic word that the Princeton-Hall was taking water and listing badly. Current surmises seem to be the possibility that at some time when the engine was out drifting the hull had struck a reef.

The machinery of the boat is not too modern and not too satisfactory for such a skiff as the Princeton-Hall. However, I do like to see the machinery shining, well oiled, and operating smoothly. I may add here that the Princeton-Hall is a single screw vessel; this, according to my judgment, is a glaring fault for sailing territorial waters. By all means the ship should have twin screws.

P.S. Candidly: the present Princeton-Hall should be retired from service!"

4. An independent marine engineer states that the Princeton-Hall (as well as the S.J.S. II) is structurally unable to allow for the installation of a twin motor, as well as the present condition from hard usage making this doubly impractical.

D. Publicity for Raising Funds for Replacement of the Princeton-Hall

The condition of the Princeton-Hall as set forth in the proposed publicity attached hereto as Appendix I discloses the condition of the ship and places the Board on record as to its judgment relative to such.

III. The Insuring of the Princeton-Hall

A. The Existing Insurance Schedule

The Princeton-Hall is insured through the firm of Lukens, Savage and Washburn and the coverage is as follows (with the S.J.S. II having similar provision): the insurance is warranted during the currency of this policy to be confined to the coastal waters of North America between Cape Spencer, Alaska, and Puget Sound, Washington, both inclusive.

1. Workmen's Compensation Policy in Alaska covers the crew on the ships.

2. Hull and Machinery Insurance in the amount of $27,000 with the policy subject to deductible to 1% of the amount insured. (The S.J.S. II is insured for $20,000 at $1500 premium.) May 2, 1952 to May 2, 1953, one year premium ..... $ 1,800

3. Protection and Indemnity Insurance in the amount of $50,000. May 2, 1952 to May 2, 1953. Premium 250

(Board elected to carry the first $500 of claims for loss of life or personal injury, and $250 in case of all other claims.)

Total premium ..... $ 2,050

4. The Seminar to Alaska held in June 1951 had insurance arranged for liability to protect the Board -- liability, and property damage; accident and sickness insurance. This insurance was issued through separate policies and afforded coverage for the South Eastern Alaska -- The Interior -- The Arctic Coast. The policies were delivered to Dr. Merlyn A. Chappel's office and the premium was absorbed in the charge for the trip.

B. Legal Liability and Adequacy of Existing Insurance

Mr. Hill of the insurance brokerage office has stated substantially the following in response to our inquiry about the adequacy of our insurance:

1. Legal Responsibility

Under maritime law an owner is permitted to limit liability to the value of the hull, but if the owner is grossly negligent then there is no limit on liability under the law. This refers to legal and not to moral or voluntary liability. The Board would be guilty of gross negligence and therefore its liability could not be limited by law if it allowed or ordered the ship to sail knowing that its condition was unseaworthy.

If the Board knew about and permitted a condition to exist which they knew constituted unseaworthiness and this could be proved, the Board could be found guilty of gross or criminal negligence.

2. Accident Coverage

Blanket coverage is ordinarily not available for accidental injury or death, and it is impossible to insure individually every person who rides on the ship. On the 1951 Seminar the names of persons and period of travel were listed individually and so insured. The availability and cost of accident insurance for injury and/or death for blanket coverage will be ascertained by consultation of our agent with the one or two firms that might write this. Our suggestion will be submitted that the cost of such if available might be reduced by providing a statement annually of time at sea and number of passengers during such time. The only alternative if such protection cannot be secured at all or within permissible cost would be for the Board to plan to assume such risk or responsibility as self-insurance consequent to its own missionary program. The question of voluntary indemnity would affect both missionary staff under salary including those with Pension Plan participation and non-staff individuals for whom there would be no other provision. This refers to moral or voluntary liability aside from legal liability under the existing liability policy.

IV. The Replacement of the Princeton-Hall

A. The entire maintenance record of the present motorship has been such as to compromise the Board on both moral and legal grounds in the event of any disaster, which has been made more acute now by the recent sinking due to the condition of the hull and the approaching maximum of hours of operation of the motor before replacement. Recaulking and repairs may pass Coast Guard inspection, but will not eliminate the damaging record.

B. A carefully planned program and well coordinated schedule of itineration with a very adequate missionary leadership and operating personnel would seem to justify the continuance of at least one ship for our evangelistic work in Alaska.

C. A smaller and new Princeton-Hall could effect an even wider ministry by concentrating more than ever on evangelistic work with suitable handling of exceptional service or emergencies and with reduced demands upon the ship for miscellaneous and mass transportation. Transportation of Presbytery members, church groups, and students should be confined to the minimum of cases which are relevant to the program of the Board and for which no other means of transportation are available.

D. A ship of 40-48 feet in length and a maximum of 15 - 20 passenger capacity could be operated satisfactorily with a crew of two and the missionary evangelist. A smaller ship than heretofore would reduce the replacement investment as well as maintenance, crew and insurance requirements. The estimated cost of the entirely modern twin motor ship should be between a minimum of $40,000 and a maximum of $60,000.

Recommendations:

1. That in light of the facts revealed relative to the condition of the Princeton-Hall and the potential endangering of the lives of passengers and crew members by its continued operation, the Princeton-Hall should be withdrawn from service immediately. Fair provision should be made for severance allowance for the crew.

2. That the plans for the Alaskan Seminar Trip should be revised to provide means of transportation in Southeastern Alaska other than the Princeton-Hall.

3. That steps should be taken to replace the Princeton-Hall as soon as possible by a twin motor ship with every reasonable modern operational and safety device. The size of the ship should be at least the minimum consistent with safe and efficient operation in Alaskan waters, and should be not less than 40 feet and not exceeding 48 feet in length, with the passenger capacity not exceeding a maximum of 15 to 20 persons.

4. That the use of the new Princeton-Hall should be confined strictly to the dual purposes of evangelistic work and exceptional service. Mass or group transportation should be prohibited as becoming less necessary with the increasing availability of plane transportation.

5. That insurance coverage for the new Princeton-Hall should be reviewed now and periodically with the insurance agents of the Board to maintain adequate provision for the following: (1) Hull and machinery, (2) Protection and indemnity, (3)Accident, (4)Property damage and (5) Workmen's Compensation. Coverage should conform to sound moral and legal practice.

6. That construction of the new Princeton-Hall should be financed through sale of the present Princeton-Hall and such other means as the Board may determine.

7. That the Department of Work in Alaska should establish a fund to assist hardship cases for persons related to the program who have plane or other transportation available but who cannot afford the complete passenger fare. Similar provision should be suggested to the Department of Educational and Medical Work.

Appendix I

PROPOSED PUBLICITY

for Raising Funds for Replacement of the Princeton-Hall

WANT TO BUY A BOAT...not just an ordinary kind for fishing or pleasure-cruising, but a special boat dedicated to a specific purpose - to spread the story of Christ and to build His Kingdom?

The story of mission work among different peoples of the world is marked by as many different symbols. There is the covered-wagon, the mule cart, Wayside Chapel and Mobile Messenger, the Bible-laden cowpony--each signifying mission work in a specific area. In southeastern Alaska, the story of Christianity is "taught out of a boat."

In a four-hundred mile stretch of islands and fjords, the only means of transportation is a plane or boat. From the standpoint of speed, a plane would be preferable, but the expenses are prohibitive. Also the boat is still part of the life and livelihood of the native people. Therefore it is essential to have at least one boat like the Princeton-Hall whose business is the business of the Church.

Its earliest ancestor was the red canoe of Dr. S. Hall Young, who organized the first Protestant church in Alaska in 1879. The present diesel-powered craft was built in 1941 and serves as car, train, taxi, school bus, and floating chapel for Presbyterian mission work in southeastern Alaska. One month after her dedication, the Princeton-Hall joined the U.S. Navy as the flagship of the Alaska Coastal Patrol Fleet, returning to civilian life in 1944. But the two and a half years in the Navy, with year-round patrol duty along icebound coasts and forced speed beyond the designer's specification, took a heavy toll. Since her re-purchase by the Board she has been overhauled, repaired, refitted, until the patches themselves have had to be patched.

The Princeton-Hall can only carry a single motor, and a failure at sea leaves her without power. She has already put more than 4,500 hours on this motor - the maximum number of operating hours before replacement is 5,000. By loving and persevering care, her missionary crew has been able to keep her afloat, and under the providence of God has escaped from serious disaster and has made some thrilling rescues. The need for the safety of twin motors, which cannot be placed in the Princeton-Hall without weakening her hull, plus the problems of constant repair and maintenance, call for the retirement of the present boat as soon as possible.

Those nearest the field are convinced of the continuing need for a boat to carry the message of Christ, so the Princeton-Hall must be replaced, despite the fact that it will now cost $60,000 as compared to the initial building cost of $34,000 in 1941. The construction of the first of three new pulp mills in southeastern Alaska means more camps and communities that will not be large enough to have churches, so a greater ministry will be needed. "...and He began again to teach by the sea...and He saw two boats...and entering into one of them, H e...taught the people out of the boat."

PICTURE CAPTIONS

1. Boats-boats-boats - virtually the language of the natives of southeastern Alaska.
2. The Princeton-Hall carries ministers and the sacraments to eighteen isolated communities.
3. The Princeton-Hall brings its message of hope and fellowship to canneries, f ox farms, lighthouses and lumber camps along the rugged Alaskan coastline.
4. Children and young people are carried to and from Haines House and Sheldon Jackson Junior College.
5. Prayer services are held aboard ship enroute to workers' conferences, prebytery and presbyterial meetings.
6. Youngsters in remote villages look forward to the toots of the whistle that announce that "the Princeton-Hall is in."

(N.B. Sections referring to condition of ship are underlined for this report.)

re Princeton-Hall (new ship)

January 9, 1956

cc: Dr. R. Holland Armstrong (Fairbanks) & Juneau
Mr. Clarence Folhemus
Mr. Richard V. Nelson

Rev. Robert Christiansen
2312 32nd Street S.
Seattle 44, Washington

Dear Bob:

Dick Nelson has reported that he and his family attended your church one SUnday with spiritual profit and had a good visit with you. We naturally would expect this kind of a result from one like you who is the minister of the church.

Dick reported that you have the head of a large shipbuilding concern in your congregation and the attempt was made to have a conference over our need of replacement of the motorship Princeton-Hall. Recently, an action was taken here which authorizes our Department to go ahead now and look for specifications for a new boat of similar size and design. The first step is to secure a marine architect of good quality who can receive suggestions and formal plans from us and develop a satisfactory ship of diesel power. It has been suggested that the hull should be of steel and probably the one who designs the ship should be one who has had some experience in this field.

The second step would be the study, clearance and approval of the plans and then make a contact with the proper shipbuilding concern in the Seattle area for construction. Since the designing and construction could conceivably be done by related personnel or organizations, we are trying to think in terms of our whole program in taking the first and second steps. We do not want to become involved with people who are not fully competent in either field just because they are Presbyterians so that we are seeking suggestions for a marine architect and builder before a decision has been made. Without involving the Board in any advance commitments, do you have any suggestion for a marine architect and builder (separately or together) who could take a Christian missionary interest in such a project and help us with it?

I shall be in Seattle just beyond the middle of March and would like to have some decisions made by that time so that we could begin conferences with somethin on paper. We have a long way to go yet in securing the necessary funds but an actual ship design could easily step up the promotion of the project and help us to secure the necessary funds. Best regards to all of you.

Cordially yours,

J. Eric Jackson, Secretary
Dept. of Work in Alaska

JEJ:sv

re Princeton Hall 7dr

February 9, 1956

The Rev. Paul H. Prouty
Otis,
Colorado

Dear Paul:

We are coming to you to see if we can clear up a bit of information regarding the Princeton Hall. When the ship was first put into service there was on it a picture of Ralph Hall's father in whose memory the largest gift was made for the new ship. Do you know what became of that picture in the various transfers to and from the Navy? Ralph was up with his wife last summer and was disappointed because the picture was not on the ship. None of the men there knew anything about it. I knew that there was such a picture but have no knowledge of what became of it. Can you help us?

Best regards to you and all your family. We still think of you frequently and look into your face as we review the pictures we have of southeastern Alaska.

Cordially yours,

JEJ:dj

J. Earl Jackman, Secretary
Department of Work in Alaska

Motorship Princeton-Hall

OCT 13 1955

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue New York 10, N. Y.

October 2, 1955
enroute: Kake to Angoon

Dr. J. Earl Jackman
Board of National Missions
New York, N.Y.

My dear Dr. Jackman:

This is just a note to say a personal "thank-you" for the addition to our salary check . We had tough luck with our tenants during the summer, with a result that the upstairs apartment was vacant part of the time, and no rent for the balance of the period.(We have a young Eskimo groom and a Tlinget bride with us now. They seem very nice.)So the addition to the check was appreciated.

Moved Paul Prouty [illegible]

The P-H delayed leaving Juneau for a few days the middle of Sept. to be present when Dr. Ralph Hall & Lee Evans arrived (a month ahead of your schedule.) We had a good time going over old times and took them on a trip on the boat. One item in this connection: Ralph asked us the whereabouts of his father's picture which was on the boat when it was dedicated. Neither Dick nor I knew anything of it---for it probably was lost when the Navy took over. But I think we should try to get a replacement, for he seemed hurt that it was not here.

We had a good meeting with Don Lester, and do appreciate all that you had to do with the arrantements. We are looking forward in anticipation and prayer to the Special meetings this month.

Very sincerely yours,

Donald A. Schwab

Note to Paul Prouty 2/8/56.

April 23, 1956

Dr. Jno. C. Jacobs
206 Fifth Street West
Willmar, Minnesota

Dear Dr. Jacobs:

Thank you for your letter of April 7th about the possibility of traveling on the mission motorship the Princeton-Hall during two weeks next summer in Alaska. It is a little difficult to answer your question definitely because of the summer schedule of the boat. From May 27 to June 22 the boat will be busy transporting young people to senior high and junior high conferences on the Rainbow Glacier camp grounds at Haines, Alaska. The regular program is to pick up young people from their villages in the southern part of southeastern Alaska, transport them to Haines, tie up there until they are ready to go back home, return them home and enroute pick up the ones who go to the next conference. After these conferences are over then the young people are returned home again. Following this program or even before it is finished the boat will be busy taking vacation Bible school teams to the various villages. One team is to operate from the ship which means that during late June, July and early August the team which operates from the Princeton-Hall will also be holding Bible school in the villages. During the two-week period of the school they will be tied up in harbor while the crew conducts the school. In a few dases there are no facilities on land to hold the school so that it must be held on the boat. After a continuous program of this through August 10th the crew will be completly worn out and may return to their homes in Juneau for some rest and vacation.

During the transportation of young people to the summer conferences the boat is usually loaded beyond its capacity. During the vacation Bible school program the ship does not move everyday or even every week. If we knew when you were contemplating your trip to Alaska we could give you some idea of where the ship might be at that time. We certainly would want you to see it but the schedule might call for it to be tucked away in some little cove having a Bible school for a native village or small community. We do not yet have the actual schedule day by day but perhaps if we knew when you were to be in southeastern Alaska we might be able to match up time for you to see it, if not travel on it.

Sincerely yours,

JEJ:DJ

J. Earl Jackman, Secretary
Department of Work in Alaska

Res. Phone 517

Hours 1:30--5:30 p. m.
Other Hours by Appointment

APR 13 1956

Office Phone 810

Dr. Jno. C. Jacobs

206 Fifth Street West

General Practice---Internal Medicine---Surgery

Willmar, Minnesota

April, 7, 1956.

Gentlemen:-

I am writing you in regards to the Princeton Hall which I understand travels along the coast of Alaske all summer and as such, I wonder if it were possible to make arrangement to spend a couple of weeks on board and as the ship stops at all the mission stations, one would have a chance to see them all and become acquinted with them.

I think it would be of interest to our church to get a report and as I always take a lot of colored slides I would have them as illustrating the stations. Last summer I made a trip into the South West and brought back a report of Canada which they enjoyed very much.

If this is possible, I should like a tentative route and about the time to meet the ship at what station.

Hoping to hear from you in regards to this, I am

Sincerely,

~~Jno. C. Jacobs~~

Jno. C. Jacobs.

all
Princeton-Hall file

April 24, 1956

The Rev. Paul F. Evans
P. O. Box 439
Wrangell, Alaska

Dear Paul:

Thank you for sending the Presbytery's check for $224 to apply toward the replacement of the Princeton-Hall. We have put the money in that fund and have asked the Treasury Department to send you a receipt for it. We feel certain that the churches of Alaska Presbytery will do something definite about this in connection with their benevolences during the coming year. We hope this will be brought to the attention of every church through a special communication so that no one will have cause to overlook it.

As I came away from the meeting of the Presbytery there was a feeling of having a good meeting with considerable accomplished and certainly the report showed some progress in our work. There was a little feeling of concern over the organization of the Presbytery Council. It seemed to me that the Presbytery setup a continuing body with authority to act for the Presbytery in between regular meetings but did not make provision for those who have the responsibilities of leadership to participate in the affairs of the Council. Ordinarilly, a Presbytery Council consists of the Moderator as chairman and the Stated Clerk as secretary. The chairman of the Standing Committees are members of the Council by virtue of their positions in relation to these Committees. In some cases, three or four other members maybe elected from the Presbytery at large to serve in this capacity. This type of organization means that those who are in regular leadership and who know most of the inside operations of the work of the Presbytery are those who become the responsible agents in between regular meetings. I have the feeling that this sort of organization for Alaska Presbytery would greatly strengthen the work and give a more understanding continuity of service.

We trust that your parents are having a good visit with you and having the opportunity to enjoy their grandchildren. Best regards to all of you.

Cordially yours,

JEJ:dj
cc: Dr. R. R. Armstrong

J. Earl Jackman, Secretary
Department of Work in Alaska

Princeton Hall file

Dr. Hugh I. Evans - Presbyterian Foundation
Dr. J. Earl Jackman July 17, 1956

Following our telephone conversation we give you this information about our need for boat transportation in southeastern Alaska.

The Princeton Hall motorship was built in 1940 for general service in southeastern Alaska. It is a single engine diesel craft of 64ft. 11in. length. We use it for an itinerant evangelistic ministry, transportation for Vacation Bible school teams with some schools held on board during the summer, transportation for students to our mission school and children to Haines House as well as transportation for our meetings of Presbytery and Presbyterial. It is in use nearly 12 months of the year and must be kept in good condition. It is now showing signs of wear and needs to be replaced. Since it is used in rough weather around the year we feel it would be a safer proposition to have a twin-diesel drive ship. This will cost us approximately $75,000. The Board has authorized a special campaign for $50,000 from sources outside of the regular budget for which no credit would be given. At present we have received $10,000 of this amount. We anticipate approximately $15,000 from the sale of the old ship which means that we must have about $50,000 more to complete the cost of replacement. The marine architect is now working on plans and we hope to have sufficient funds in sight this fall to be able to complete specifications and secure bids for the construction of the new ship. If funds are in hand or assured, we would like to have the new boat in the waters by the spring of 1957. We would suggest this project as a special for which someone might be interested in your contacts.

A second project of the same type might also be suggested. We now have a sixty-five million dollar pulp mill in Ketchikan which is operating daily and producing 500 tons a week of pulp which is being shipped to the States. This operation has meant the opening up of a number of lumber camps within reasonable distance from Ketchikan. Some of these are very small and the largest is at Hollis where 200 men are employed. These camps can be reached only by boat or by plane and this itinerant ministry seems to be best served by a smaller boat with a couple on board who would spend all of their time in an itinerant evangelistic missionary service. For this we need a second boat which would be from 36 to 48 ft. in length and a basic annual amount of $7,000 or $7500 for personnel and operation. Plans are in the making for a new lumber mill at Sitka, Wrangell and one at Juneau. Each project will mean from twelve to twenty additional lumber camps where there will be people living who will need the services of the church but where no church organizations can be setup. This ought to be a thrilling challenge and opportunity for someone who is especially interested in an evangelistic outreach to people in local places. Anything you can do to help us fulfill this need will be greatly appreciated.

JEJ:dj

J. Earl Jackman, Secretary
Department of Work in Alaska

Re Princeton-Hall summary

September 10, 1956

VIA AIRMAIL
The Rev. Donald C. Schwab
222 Seven Street
Juneau, Alaska

Dear Don:

We have been checking over reports here and find that we have not had one from you all summer. We know that you have been out on the boat during that time and have been very busy with the activities but some how these reporting procedures at 156 must be caught up with. If we had followed the regular procedure of the treasury department we would not have sent your check from July on but they have gone out. The September check is still here and we are required to hold it until you catch up with your reports. We regret this but have already gone beyond the regular rule of not sending the check after the second months report has not been received.

We would like to have a rather complete report from you for the summers work. Also give any reactions you may have about it. It is now two years since you have been on the Princeton-Hall in fulfillment of a goal which we have always had to have two men responsible for the boat and the ordained missionary evangelist to carry the spiritual program of outreach from it. The Cabinet asked us to develop this and study it after each year in order to see whether we are accomplishing what we ought to be doing with such an expensive piece of equipment and a full crew. We want to tell you in advance that we expect to make such a study during this month as soon as we get your reports.

We want you to know in advance that this study will include your part in the program. We want to look at the organization and volume of work, the number of contacts which have been made and if possible, discover some of the reactions of the people who have received the benefit of this ministry. We know that you have done some good things during this year and we want to give full credit for them. It is a little difficult for us to find out at this distance how the people whom you visit on the field are receiving your and the boat ministry. We expect to make some inquiries to see how this is coming along. Two years of work ought to begin to give us some indication as to whether this is the type of ministry for which you are best fitted. If you want to make any observations regarding this while we gather material from other sources, we would welcome them.

Thanks for your prompt answer to the inquiry about Heier. Some questions have been raised by Bill Gavin and we want to answer them to see if we can have a reasonable satisfaction at long range distance about the man before we take seriously his appointment.

Regards to all the family. We trust that you have had a good summer and that you are ready to settle down for school for the children, housekeeping at home for Ruth, and more work on the Princeton-Hall for you.

Cordially yours,

JEJ:dj
cc: The Rev. Brian H. Cleworth

J. Earl Jackman, Secretary
Department of Work in Alaska

September 28, 1956

Mr. Edwin Monk
Naval Architect
1500 Westlake North
Seattle, Washington

Dear Mr. Monk:

We have delayed giving you definite word about going ahead on the plans for our new mission motorship in Southeastern Alaska because we did not have in sight the necessary funds for its construction. Our Board has just now taken an action which assures us of about four-fifths of the funds necessary for the construction of the ship so that I feel that we are safe in telling you to go ahead now with definite plans and specifications. You have a number of suggestions from us here and also from Mr. Nelson in Alaska, which will give you our ideas of what we would like to have. There have been so many of these that we will recognize that you may have difficulty in getting them all sifted through and tucked into one small hull.

Our original plan on this included the raising of a certain amount of cash and the sale of the present Princeton-Hall which together would supply sufficient funds to pay for the entire cost of the construction of the new boat. We now have in hand the amount of cash envisioned and with this much notice can think in terms of the sale of the Princeton-Hall by the spring of 1957, when we would hope to have the new boat in the waters.

Our proposed program would be to have you complete the plans and specifications this fall and advertise for bids. Then we would hope to have the boat built over the winter and be in the waters in Alaska by the spring or early summer of 1957. When you are ready send a copy of the plans and specifications to me here and a copy to Mr. Nelson in Juneau.

Sincerely yours,

J. Earl Jackman, Secretary
Department of Work in Alaska

JEJ:dj
cc: Mr. Richard Nelson
The Rev. Brian H. Cleworth

November 30, 1956

VIA AIRMAIL
The Rev. Donald Schwab
222 Seven Street
Juneau, Alaska

PERSONAL

Dear Don:

While I was in Juneau there was a desire to talk with you personally about your ministry on the Princeton-Hall but there did not seem to be the opportunity to do this without the family circle being present.

Several months ago I wrote you saying that the time had come for us to make an examination of the volume and quality of the work of the Princeton-Hall and those who are a part of it in accordance with the action of our Staff Committee in setting up the greater emphasis upon the itinerant missionary service and making a study of it a year or eighteen months afterward.

The volume of work in more recent months has not been as great as we would like to see it be but we recognize that there has been a handicap in this through the illness and occasional absence of Dick Nelson, and we recognize the fact that we do not want you men away from your families all the time. We had talked about setting up a schedule so that you would not be away more than three weeks out of any month but would have some time with the families. I do not know whether there has not been sufficient planning or vision to keep plugging away within reasonable limits to reach as many people as possible for a real spiritual and pastoral ministry.

During my visit with the family on Sunday evening you may have noticed that I inquired from you about what led you to decide to go into the ministry. The reason for doing that was the impression which some of your fellow workers have that you do not seem to have heart and soul in the particular task which you are doing in National Missions service from the boat. There is a feeling on the part of some that there is not sufficient depth in the evangelistic approach to people in this itinerant missionary service to bring the results which we ought to be having on the field. This impression has led me to raise the question whether this is the field of service in the ministry for which you have the greatest interests and spiritual talents. Surely, if the Lord has called you into the ministry there ought to be some place and field or type of work for you which would reveal a complete dedication of heart and soul in it. If it is in this type of a ministry those with whom you work and those to whom you minister should see the evidence of it and be convinced; if this is not the field in which your greatest talents and interests lie then we ought to face up to it and see whether there ought to be a change of location or type of work.

Please understand that we are searching for something here which we hope would be for your benefit and for the benefit of your most productive work in the church and kingdom. I would be glad to have you share your thoughts and desires on this for we want to work with you in order to find the place where your best work can be done for Christ and His people.

Sincerely yours,

JEJ:dj J. Earl Jackman
cc: The Rev. Brian H. Cleworth

re: Princeton-Hall

December 20, 1956

The Rev. Brian H. Cleworth
Box 2539
Juneau, Alaska

Dear Brian:

Thank you for your letter of December 11th about Dick Nelson and the Princeton-Hall.

When Don first went on the boat we tried to make a description of the relative duties between the two. Basically it included the fact that the Assistant Secretary should have a conference with the Chairman of the National Missions Committee, the ordained man on the boat and the skipper of the boat to map out a program in advance. Following general agreement on this program the skipper of the boat would be responsible for the maintenance and operation of the craft and the ordained man would be responsible for the program from it. The skipper would be responsible to provide the transportation for the program and the ordained man would assist in the general duties on board while the ship was en-route. When the ship tied up at the dock the ordained man would then be in charge of the calling and visitation while the crew of the boat would assist him in any way necessary with equipment. This has been complicated by the fact that some people have gone to Don about the use of the boat for certain things while others have gone to Dick. Normally the activities of the boat might be cleared through you but if that is the policy then some provision would have to be made for decisions while you would be away. From here we want to emphasize the fact that the major use of the boat is for a spiritual ministry in preference to a transportation agent. There are certain basic things and times of the year when it has to be used for transportation but the greater portion of time ought to be taken up with a visitation to people and places for a definite spiritual ministry. With that as a foundation, the program for the boat month by month ought to be worked out in Alaska.

Over the years there has been considerable complaint from visitors on the cleanliness of the boat. We had more of this when Cyrus Peck was the skipper. The boat had a thorough housecleaning when the Nelsons went on board but it is easy to neglect the regular cleaning. We would urge you to work out a program with the crew in which there would be a general thorough housecleaning a couple of times a year and regular daily and weekly cleaning to keep the boat in good condition. Also your idea is good that much of the maintenance work could be done while the boat is tied up in port while someone may be on shore holding a service or visiting.

When the boat is in port it should not be abandoned. Someone ought to check on it everyday and some of the regular maintenance work, at least on the inside, can be done then.

We trust the crew will take your suggestions in the right way and keep the boat in good condition always.

Sincerely yours,

JEJ:dj J. Earl Jackman

Princeton Hall

January 2, 1957

VIA AIRMAIL
The Rev. Frank J. Walkup
Fifth Avenue at F Street
Anchorage, Alaska

Dear Frank:

Thank you for sending me the enclosed letter from W. E. Thompson, about the possibility of building the replacement for the Princeton-Hall in Japan. It probably could be built there but then we would have the problem of getting it to Alaska under its own power or on board a steamer. Even though the construction cost might be much less we still would have this uncertainty and problem which no one here has the time to cover. Last year we had another boat given to us in southern California, and spent an endless amount of time trying to get it to Alaska. Finally we sold it for about half of its value and made no progress at all.

I talked to Dr. Baldwin about the possibility of getting cars in the states and having them driven up during the winter and again we face the problem of who is going to take the time and attention to make all of the arrangements for near wholesale purchasing and getting the cars there. He has some salvage in his 1956 budget and has sent a check to each one of the three people concerned, namely Olive Fisher, Paul Evans and Neil Munro, about new cars or car replacement. We recognize that hundreds of dollars could be saved if we had someone who could take the time to make these arrangements.

Hope you have found some place for the Evans family to live when they come up to Anchorage.

I noticed in the Minutes of the last meeting of the Advisory Committee on Sheldon Jackson, that the Committee reaffirmed its recommendation that the Board of National Missions turn over the present manse of the Sitka Church to the school for use as a faculty residence. We would be willing to do that but who's going to get the money necessary to have another manse in another location? We recognize it would be good for the school to have it and later it will be good for the minister to get near the location of the church. The Board owns the manse but so far no one has been willing to make a grant of funds to help replace it for the service of the congregation in another place. Perhaps the proper thing for the Advisory Committee to do would be to recommend that the Board make an appropriation of sufficient size to assure the church of having a manse and then turn over the old manse to the school. That kind of an action would support a request which has already been mentioned here.

I wonder if I told you that I saw Josephine Bates in San Francisco Seminary on the 6th of December. She is back there for some special work and was not sure that she would be interested in the work in First Church, Anchorage. On her next job she wants to do music along with the program of Christian education. Since you have Bob Boughton whom she knows, she was not sure that you would be interested in her.

Laura Joyce called the office when she was going through New York, but I was not in the city on that day. Sorry we missed her.

Best regards to everyone and blessings upon you in the midst of your busy ministry.

Cordially yours,

JEJ:dj J. Earl Jackman
cc: The Rev. Brian Cleworth
Enc. Letter from W. E. Thompson
re Princeton-Hall

FRANK J. WALKUP
PASTOR

MRS. LAURA V. JOYCE
YOUTH WORKER

DEC 2 8 1956

First Presbyterian Church

FIFTH AVENUE AT F STREET
ANCHORAGE, ALASKA

December 22, 1956.

Rev. Mr. J. Earl Jackman.
156 Fifth Avenue.
New York City.

Dear Earl;

This enclosed letter arrived yesterday and I hasten to send it on to you so that you may know that I kept faith and wrote Mr. Thompson as well as having his answer. I'm up to my neck in work, or else would take time to copy this letter, but since I don't think I have the time, I'll ask you to return it to me after you have read it. Dr. Blake is in the territory, as you know, and even that adds a bit to our crowded Christmas schedule. Laura left us early in the month and last Wednesday our secretary left for a Christmas holiday in the States. I need only a few minutes to get the report of the Evangelistic Campaign in the mail, but I have been holding it up in order to include a check for you. Looks as though I should send the report along without the check and tell you that our Session feels our "balance" left in the offerings above the expenses isn't very large, and allows me to suggest to you that if you have a deficit, they will gladly entertain the idea of contributing quite generously to it.

Lt. Bivens didn't get off on schedule, so will or might be a week late in returning. I believe that he is due back here about January 16th but hopes to arrive a few days early. Olive Fisher writes that she is not interested in ~~waiting~~ leaving early enough to ride with him or in having him drive a new car up for her. (I wish I had the sort of money that I could let a few days or a little inconvienence cost me a few hundred dollars.) Now I wonder if Paul Evans would want John Bivens to drive a new car up fpr him. If not, I wonder if either of them would like to buy my 1956 Plymouth and have me get anew car driven up. I have every confidence in John. I would like to know what you and/or Harold are thinking or writing about the proposition so that I can let John know.

I believe Chaplain John Hughes has done a good job for us at Hillcrest. The Church has been paying him $15.00 a week, and I am suggesting that they think in terms of further expression of their appreciation.

My best wishes for a fine Christmas season. Kindest greetings to Mrs. Jackman.

Fraternally yours,

Frank.

Dr. Lange
Department of Work in Alaska
Princeton students and personnel needs

January 7, 1957

We want: Arthur French, Don Bachtell for Alaska
William Muldrow for Sunday School Missions

could use others

We have vacancies: this summer

in Alaska - Hoonah)
Angoon) native villages
)

Princeton-Hall - ordained man

Gambell - Eskimo village

in Sunday School Missions

Florida - for a mobile work on highway to Key West
Cuba - N. M. - Anglo-Spanish
Cortez, Colorado - Itinerant service in southwest Colorado and Utah
Shoshoni, Wyoming - part-time arrangement with a local church
Northern Michigan - itinerant service
Montana - 2 men (ordained)
Nevada - Elko Presbytery
South Dakota - Black Hills Presbytery - itinerant
Aberdeen - combination of two small churches and an area ministry.

JEJ:dj

J. Earl Jackman

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue, New York 10, N. Y.

April 30, 1947

The Rev. Brian Clarkeith
Box 2557
Juneau, Alaska

Dear Brian:

The Priority Committee of the Board did not approve the appropriation for the purchase of property in Petersburg for housing for the crew of the Princeton-Hall. This lack of action is procuring hearing there causes us to reconsider the proposal of changing the base of the ship from Juneau to Petersburg. From a program standpoint, we still could make the change if housing can be rented in Petersburg, which rent would probably be less than in Juneau. Therefore, if it seems wise to all of us concerned to change the base, we still can do it upon condition of renting suitable housing.

We have your letter stating that the Travis would prefer to remain on the Princeton-Hall. We have been wondering why we have not heard from Dick about this because, as you suggested in your letter, it does have a definite relationship to recruiting personnel for Petersburg. These things take about six months to a year, so that we need to know about changes as early as possible.

Let us look at the matter of personnel as the best. For the summer the Nelsons would take the M/V II with Bill Ledger (early in July with possibly his wife and her sister) and a seminary couple (either Villavicio or Caulkins) who would completely manage the boat and take full responsibility for Vacation Bible Schools during the summer. On the Princeton-Hall, we would have Dick Travis, and possibly his family for part of the time, with Arthur and Evelyn Johnson and a seminary couple who would take responsibility for the management of the boat and their program of Vacation Bible Schools. We would ask you to check with those concerned, but it would be our judgment that the two seminary couples should come through the orientation course in Ketchikan, and then proceed to Juneau to join the two boats for a summer's service. This should be verified at once with Hayrald and the two Dicks, but we shall proceed in that direction unless we hear from you to the contrary.

After the workers conference in Sitka, the Nelsons are due furlough for the rest of the calendar year. Arthur Johnson would have located at Noonah as soon as one of the boats can transfer their belongings there, the Nelsons should come south for furlough, Dick Stussi should take over the Princeton-Hall with Bill Leiger on board with him. Bill's wife will have to remain on shore, probably in Juneau, so that her sister can enter high school. This means some shift in housing in Juneau. The Stussis would have to retain their apartment and we wonder if the Nelsons can sign off from their apartment and turn it over to the Leigers? If it is larger than the Leigers need, it would be possible for the Nelsons to leave some of their things in it until their return to Alaska late December.

Following the first of the year, Dick Nelson would resume charge of the Princeton-Hall and then we would have two ordained ministers. The three of them are no more than we have had during the last year or year and a half, but may be more than we would need for continuous operation. And having the three of them could mean a more continuous operation, with each one having some time at home or being available for short term service in local situations where an ordained man is needed.

Meanwhile we have a young minister who went to Alaska as a student one summer, has been ordained and serving on a local field for several years as a single man, and who is to be married late in May or early in June, who has seen Kyaikwan and has expressed his willingness to consider it. If this works out, we then would suggest them for Kyaikwan for the present. This appointment should take place as early in June as they may be available. (Since he likes a place, we have been thinking of him for the Arctic, but may not need him there for another year.)

We are sending copies of this letter to those particularly concerned. There are several items in it on which action should be taken at once, and we shall ask Irene to follow up the particular points with those in the vicinity of Juneau to get things started.

Sincerely,

J. Earl Jackman

JEJ:lt
cc: The Rev. Clawarth in care of The Rev. Alfson
Mr. Richard Nelson
The Rev. Paul Moser

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue, New York 10, N. Y.

May 31, 1957

Mr. William Seirer
Box 277
San Anselmo, California

Dear Bill:

Our apologies to you for not giving earlier attention to your request for an advance of funds to take care of your shipping and your tickets. I was at General Assembly when the letter arrived. All of the days after my return were filled with committee meetings and emergency trips from the office. Your 5/23 letter arrived this morning, and we have asked our Treasury Department as an emergency to give us $500 for you, which is being enclosed.

We would suggest that you take the money for the shipment of your things to Alaska from this travel advance.

I do not have before me all of our correspondence, so will cover some of the essential things. We are enclosing tax forms which you should complete and send to us airmail just as soon as you are married. No, you should retain these until after you are ordained. After ordination we are not responsible for withholding tax and then these forms will indicate the number of dependents which you will have. If you are assuming the financial responsibility for Myrle, you should include her in your tax form.

We are enclosing the medical examination forms forms for you and Gertie. You should include chest x-rays, which are the financial responsibility of the Board. We do want a report from the doctor and you should ask the doctor to send us a bill for the entire financial responsibility.

We are enclosing application forms for participation in the pension plan. If you have already become a member, you will not need these, but we are now trying to cover all of the details necessary.

You should ship your things to Juneau, in care of the Rev. Brian Clemorth, 214 Fourth Avenue (Box 2599).

There is still a little uncertainty about whether your headquarters will be in Juneau or Petersburg. It is the opinion of the crew on the Princeton-Hall that Petersburg would be the more favorable place to base the ship and the crew because of the cost of living quarters, the amount of time consumed in transportation to the actual field of the greatest activity for the boat.

and for winter weather conditions. We have made a request to the Board to purchase housing in Petersburg, but no favorable action has been taken yet. Property can be rented there at lower cost than in Juneau. However, we have renewed our request for the grant to purchase a house, and will know in a few weeks what will be done with the request. Meanwhile we are asking Brian Cleworth to make arrangements for an apartment for you in Juneau, so that you will have a place to live upon arrival, and the other location will be worked out later.

For service this summer we have asked that you share in the program on the SJS II with Richard Nelson, and begin to learn from him much of the activity of the boat in southeastern Alaska. A seminary couple is being assigned to the boat for Vacation Bible School work, and they will be on board until early in July. There is not room for more than two couples or one family and one extra person on board, so that we plan to ask the couple to serve ashore for the rest of the summer and have you begin your training as early as possible. During this time you will want living quarters for the family in Juneau.

We are asking Vagabond Cruises and Travel Service, 1321 Third Avenue, Seattle, Washington, to make reservations for the three of you to depart from Seattle July 1st on Pan American and arrive in Juneau at noon. Mr. and Mrs. Edward White are the operators of Vagabond Cruises, and we will ask them to send the tickets to you in care of Edward Seiger in Puyallup. They will bill us for two tickets and you should be responsible for the third one.

We hope this covers everything now. As soon as possible, I shall write your formal appointment letter and get it to you at whatever address you have given us for that particular time.

Our best regards to all of you as you finish up your seminary work, take unto yourself a wife and then are ordained to the ministry. You are passing through some great experiences of your life.

Sincerely,

J. Earl Jackman, Secretary
Department of Work in Alaska

JEJ:lt
Enc: Check # 52183 - $500
Tax Withholding forms
Blue Accounting Form in Triplicate
Medical forms
Pension Application form
letter to Mr. White, 5/31/57
Cc. The Rev. Brian Cleworth

INTER-OFFICE CORRESPONDENCE

BOARD OF NATIONAL MISSIONS

TO Dr. J. Earle Jackman
FROM Lucien H. Tribus
RE: Vessels in Alaska

DATE Aug. 27, 1957

In accordance with recently established regulations, kindly notify our authorities that an official inspection of the "SJS II" and the "Princeton Hall" must be made as soon as possible, the request for which, should be made in the name of the Board directly to the Coast Guard Station; Kindly advise this office when the matter has been taken care of.

Lucien H. Tribus

LEGAL COUNSEL

LHM

(11-2
Princeton Hall
file

Dr. Tribus
Dr. J. Karl Jackman

September 5, 1957

While in Alaska, Dick Nelson should report your views regarding an official inspection of the [illegible] II and the Princeton Hall. Dick could not quite understand it because they have been having the PH "inspected" every six months. However, upon personal inquiry in the office of the Coast Guard, I discovered that this is only a boarding inspection and is not a thorough official one which would be done when our vessel is out of water so that the entire ship can be examined by the Coast Guard.

The question whether you want us to go to the extent of taking the boat out of water on the ways just for this official inspection or whether you want us to have it done by the Coast Guard at the earliest possible time when we would be taking the boat out of the water for regular treatment of the hull. It would be more convenient and less expensive to make this official inspection coincide with the regular servicing.

DELAVAL MILKERS

PHONE LO 3 - 7883

BARN EQUIPMENT
SILOS

ART POIER

ROUTE 1

SNOHOMISH, WASHINGTON

OCT 23 1957

10/23 postal acknowledgment sent

October 18, 1957

Board of National Missions
Presbyterian Church U.S.A.
Philadelphia, Penn.

Gentlemen:

I am writing to you in regards to information concerning the use of boats in the mission fields of this territory, or any other, that might be of help to us in what maybe a future project of our Bellingham Presbytary Mariners organization.

Our nothern Puget Sound area is made up of many small islands that are inhabited but have no real mission service. It is our intention to see if we can do anything in helping Gods' work in this area, and so seek help from your board for information only.

Could you list areas where transportation by boat only, and approximate number of people served in that particular area? Also, has there been a survay made in the San Juan islands by the board as to the potential there?

Any other help you can give us will be deeply appreciated. Thanking you for this cooperation, I remain,

Sincerly,

Arthur B. Poier

Arthur B. Poier

PS-11
A9a7

November 6, 1957

Mr. Arthur Poier
Route 1,
Snohomish, Wash.

Dear Mr. Poier:

We have your letter of October 19th enquiring about the use of boats in the mission field. We do not have anything along the coasts of the United States, but we do have a mission motor ship in southeastern Alaska which helps to provide for transportation for groups of people in our church meetings and which during the year carries an itinerant missionary service to the families and small groups of people who are relatively isolated from the rest of Alaska. Southeastern Alaska is a series of islands where you need a boat or a plane for communication with people.

For many years we have continued a boat ministry for southeastern Alaska. Right now we have the SJS 2 which is the property of the Sheldon Jackson Junior College in Sitka, and is used for transportation for the school choir, deputation teams, as a work boat for the transportation of materials and as living quarters for our workers during the summer when they conduct Vacation Bible Schools in connection with the canneries.

We have the Princeton Hall which is a sixty-five feet diesel motor ship, designed for a program ministry. We use it to gather people for Presbytery and Presbyterial meetings, to take young people to summer camps and conferences, to bring young people to our Mission School, to be the transportation and living quarters for teams for Vacation Bible Schools during the summer and to carry an itinerant missionary service throughout southeastern Alaska for families and small communities. Southeastern Alaska is in process of getting several lumber mills which will mean that there will be hundreds of people in the woods in small camps. We feel the need for an additional motor ship to take care of a ministry to these people. We are in the process of constructing another boat which will be used to replace the Princeton Hall or to supplement its efforts in an expanded missionary service.

As far as I know, there has never been a survey made in the San Juan Islands to determine whether or not there should be a boat ministry in the area.

We are glad to know that your young people are definitely interested in doing something specific for the cause of Christ in an unusual way.

Sincerely,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:ph

(2)

JAN 24 1958

PRINCETON-HALL LOG

VOLUME 1 NUMBER 1 DECEMBER, 1957

THE PRINCETON-HALL

Plying the coastal waters of mountainous Southeast Alaska, the Princeton-Hall serves isolated families, loggers, prospectors, cannery watchmen, fishermen, and Coast Guard lighthouse stations. The country is very difficult to cover because of the thousands of miles of shoreline multiplied by many bays, inlets, and coves. Take a glance at a map and you will have a confused idea of what we face.

The crew never knows what to expect as we break water day after day. We meet all types of people from many religious backgrounds or lack of it. One of the isolated prospectors is a well-read philosopher; another is a careful botanist and agrarian. Most of these men are isolated because they want tobe. The rush of modern civilization is too fast for their contemplative nature and bent for solitude. Often theydevelop insights into certain problems which would be missed by those who live a time-clock pace.

Some families have bought old canneries and are living there while they dismantle them to sell the equipment and lumber--the ghosts of a dwindling salmon industry. (cont. p. 3)

IT'S ALL IN THE NAME

On our rounds, we have met old timers who grew up in "them thar hills". Their names often reflect something oftheir character orsome distinctive trait. Tiger Olson is a hard-bitten prospector who is almost a legend in these parts. Hard work with many miles and years of travel have not prevented him from being one of the biggest story-tellers around, not to mention his diversion of philosophy in which he is well-read. He tells the story of old Sandy Olson (cont. p. 3 bttm col. 1)

MAY THE CRADLE of Bethlehem bring hope for the coming year to temper men's minds that we might match the advance in the ability to destroy with the ability to live.

THE SKIPPER AND THE LAND SCHOONER

Our regular skipper on the Princeton-Hall has traded the PH for a land schooner for a few months while he and his family are on a well-earned vacation in the states. Skipper Dick Nelson and his family, wife Deen, and children Jeannie, Richard, and Stevie spent a good part of their time at the home of Dick's parents in Puyallup, Washington. The latter part of their stay has been spent traveling and visiting supporting churches across the United States. They plan to return at the end of December the last we heard. They, as we, are eagerly awaiting the completion of the new boat, which is being built for our work, in Florida. The availability of funds will determine whether we keep the old PH to use as a second boat or sell it to help finance the new boat. We do need both to cover ourvast field adequately, we hope you will make this a matter of prayer and support. Right now the mission office in New York and those concerned here are trying to figure out the best use of these boats and are considering all of the alternatives. Dick Nelson, with twenty some years experience in Alaskan waters and four years on the PH, has been in close touch withthe Board of National Missions, and his suggestions are resulting in a boat well equipt forour type of ministry.

In July, 1958, the Presbyterian Church U.S.A. will unite with the United Presbyterian Church to form the United Presbyterian Church in the U.S.A. Our combined work will be greater than either seperately, with God's help. Let us join in prayer.

Published semi-annually
Editor, Bill Zeiger
write Box 2539
Juneau, Alaska
M.V. Princeton-Hall
Skipper:
Mr. Richard V. Nelson
Box 2539
Juneau, Alaska
Acting skipper:
Rev. George Betts
Angoon, Alaska
Evangelist aboardthe Princeton Hall:
Rev. Richard Stussi
Apt. A-3 Cedar Park
Juneau, Alaska
General missionary for the Presbytery of Alaska, also aboard:
Rev. William Zeiger
Box 762
Juneau, Alaska

THE STUSSIS

May I introduce our family? There are five of us now and we did it the "hard" way. First there is little Timothy who is five months old and was born in Alaska. But that doesn't make him a native. That term is used by the aboriginal Indian people to describe themselves. Timothy is into everything at this age and "talks" a lot, although we can translate only a small part of what he says.

Next is Ruth who is now five. She is the red-head of the family and we are at a loss to explain how she gotthat way. Oldest is Nancy who is six and attends kindergarten in the morning. She goes to school on the bus and is very proud of it. Both of the girls were born in California where Barbara and I lived before coming to Alaska. We have been married almost ten years now and, compared to the Zeigers, are an "old married couple". We met in the Knox PresbyterianChurch in Berkeley, California where Barbara was church soloist. Six months after our marriage, I decided to study for the ministry and so we embarked upon seven years of study.

Our first contact with Alaska came in the summer of 1954 when I traveled to the Territory to work on the Princeton-Hall. I liked the work so much that I returned (cont. bttm next column

FAMILY MAN...or:
"Bill Zeiger & all of the little Zeigers".

What's that? Hold your horses. We just got married. Oh, that! Yes, Gertie and I have two children already. No, we didn't have to bother with that old diaper stage. Thumb sucking? No, that either. The two youngun's we have are 16 and 14 years old. Ed and Myrle Holabird are Gertie's brother and sister who are now making their home with us in Juneau. In fact, Myrle was living with Gertie in Ukiah, California before we tied the knot in June. Myrle was all excited when we were married becausethe ceremony was tobe in the church where she was baptized, by her minister Rev. Leonard Brown. The First Baptist Church of Ukiah was her and Gertie's home church.

Gertie was excited about the wedding too--first time, y'know. Ofcourse, all that stedding wuff bidn't dother me at all, aot at nall.

Marrying me meant pulling up roots to come to Alaska since we felt called to this work. Gertie had always thought it would be a good place togo and was not disappointed. We have settled in Cedar Park, a housing development across Gastineau Channel from Juneau. A three bedroom apartment serves us quite well, and Gertie is within riding distance of the Juneau stores. She goes to town with Mrs. Stussi in the car or takes the bus, and sometimes walks. Just for Ed and Myrle--andabout 15other students --the school bus comes by the bottom ofthe hill where we live.

The wife is the unsung hero in this work. She has to stay home and keep house while I spend two to three weeks on the boat calling and performing other duties of the boat ministry. Her devotion, understanding, and prayers are aconstant source of strength when it is already hard to be

(cont. top p. 3)

(cont. from this p., column 1) the following summer and brought the family with me to Juneau. In 1955we were finally through with "book-learning"and went to Hydaburg, Alaska to serve as pastor there. In March of this year we moved again to Juneau and I took up the work on the P-H as a permanent appointment. Dick Stussi.

(cont. from p. 2, column 2)
away from home. I think that Christian husbands and wives who are seperated have a trust in each other which is unmatched anywhere else, a trust in which seperation only serves to weld the bonds of love and loyalty. Ours is a kind of unspoken bond when we are apart, "The Lord watch over us while we are absent, one from another".

THE P-H(cont. from p. 1, col.1) In the back bays away from the main channels, the boat finds small logging operations which cut and sell timber to the Ketchikan Pulp Co. Often the loggers have their families with them. We meet fishermen who are trolling, seining, and gillnetting. Loneliest of all are the Coast Guard fellows on lighthouse stations; they have a one year tour of duty without shore leave. To all of these people the Princeton-Hall has a ministry of Good News. We do this in various ways: by showing films, by holding worship services, by serving communion, by holding Sunday school where there are children (Sunday here usually falls on wednesday or Friday), and by bringing news from friends in adjoining bays. We also give them reading material. We take them church publications, Presbyterian Life, and lesson study books, Sunday Pix for the small fry and not-so-small fry, and magazines of general interest: WE LET THEM KNOW THAT THE CHURCH HAS NOT FORGOTTEN THEM.

ALL IN THE NAME(cont. from p.1) who has a cabin in Port Houghton off Stephen's Passage. It seems that Sandy came face to face with a brown bear one day, the kind that don't hesitate to attack a man. He fell in a dead faint and the bear was real surprised. Then the browny felt real sorry for him; so he picked up old Sandy in his paws and carried him over to the cabin porch where he laid him down gently. Then he fanned off the mosquitoes until Sandy came to, then walked away.

We saw Sandy the other day, and he told the real version... (cont. top of next column)
with only slight exaggeration. He did fall in a faint when he saw the bear, but the bear tramped around the tall grass looking for him and trampled a 40 ft. swath around him without ever seeing him in the tall grass. When Sandy came to, the bear was gone.

Other names also color up the landscape. An old timer who came here from Norway in 1905 is now winter watchman for a logging camp. His name is Hard Rock Larson; others call him Dynamite Larson. It is not hard to tell that he was a powder monkey at one time. For some of you who might not know, a powder monkey is an explosives expert who sets dynamite charges. In one of the buildings was a diesel-electric generator which he wouldn't crank up for power ---"them modern contraptions is too much bother". Our task is to orient these men to another who had a "nickname" tacked on, that of Christ. Jesus was not known for hard rock mining, nor prospecting in gravel bars, nor for his carpentry. Rather He was known for his relation to God, for his Christ-ness or messiahship. Being known as God's "Anointed One" was a hard name for men to accept in His time as today. To help these men accept the name "Christian" in the fullest sense of the Name is our task. It's all in the Name.

OLD MAN WEATHER

Next to the Lord, we respect old man weather most. He has a way of letting us know he is around whether he steals in quietly to envelop us in a shroud of fog or violently grips our mainmast in a howling gale. He blinds us with driving snow at times or overloads our decks with frozen spray while burying our bow in mountainous seas. Yet, in spite of all his fury, he too respects his Maker. For it seems that on many trips the Lord orders the weather for us. We keep in mind that the rain falls on everyone whether about the Lord's business or not. Yet this happened to us. In September we took a group of (cont. top of page 4, column 1)

officers of the Alaska Presbytorial to allof the villages in Southeast Alaska to help the local churches. For many days, old man weather stalked us with threats of fog. Out in the main channels a fog bank would follow us and one would precede us by a few miles fore and aft, never closing in on us. This happened so often on the two-week trip that we were delayed only once and that for only an hour and a half. Figure that one out.

Rev. GEORGE BETTS

Rev. Betts is a native of the Sitka people of the group known to us a Tlinget. He has been a minister for 28 years, has been variously a miner, logger, and fisherman. He is an able skipper who knows these waters. Here is George's greetings in his own words.

"The Presbyterian Church has done a lot for our people here in Alaska. They were the first to establish schools for our native people. I feel that all that we are and will ever be is through the work laid down by the Presbyterian Church. I have often been asked by different people, "What good has the church done?"It has done a lot of good. We used to be on the war path up here with one another--people from other villages. Through Jesus Christ, as taught by the missionaries who came up here,we have learned to love one another,and buried(cont. next column)

the hatchet. All the clans have now declared peace and are brothers in Christ. The peace was finally made in the early 20's not too long ago as we count time. It was in the making for years. If it weren't for the love of Christ, it would never have happened.

In the early days when I was just a small boy, in the 1900s, a missionary named MacIntosh painted a war canoe white and went aroundthe Chilkat district preaching the Gospel. The canoe was powered with paddles. Now we have this motor vessel, the Princeton-Hall, which carries on the work with 165 horse power "coming round the mountain".

I want to personally thank those who made it possible to finish our education. I attended the old training school at Sitka before it was known as Sheldon Jackson school. Most of our leaders today are graduates of that early school. We have lawyers, doctors, and business men who went through that school. Some have served in the legislature(Territorial) andseveral are ministers of the Gospel like me. In 28 years of ministry, I have attended three General Assemblies; in Cleveland, Ohio; Atlantic City, New Jersey; and in New York City. I have seen a good many years of the Church's growth."

--George Betts

To him who is shod, the whole world is covered with leather.

To him who knows God, all men are brothers.

The M.V. PRINCETON-HALL
The Presbyterian Church
mission-vessel.
Box 2539
Juneau, Alaska

JUNEAU JAN 3 10 PM 1958 ALASKA

PRAY FOR PEACE

To:
DR. J. EARL JACKMAN
156 FIFTH AVE.
NEW YORK 10, N.Y.

MAR 6 1958

BOARD OF NATIONAL MISSIONS

OF THE PRESBYTERIAN CHURCH IN THE UNITED STATES OF AMERICA

156 FIFTH AVENUE, NEW YORK 10, N.Y. ALGONQUIN 5-5000

February 19, 1958

VIA AIRMAIL

Mr. Richard T. Stussi
A-3 Cedarpark
Juneau, Alaska

Dear Mr. Stussi:

Several times I started writing you this letter, was interrupted, and thus ended the thought as well as the act!

We have corrected several figures on your various reports. These should be brought to your attention for changing on your copies:

September 1957 (first report you made out):

Balance on hand at beginning of month "minus $887.01 (instead of $882.01)
July deposit.(exp.)....$752.89
Aug. " .(exp.).....629.12 - $1382.01
less 887.01
balance $ 495.00 OK
Sept. expenditures... 371.69
balance end of mo.... $ 123.31 (instead of $128.31 listed)

October 1957:

Balance on hand at beginning of month $123.31 instead of $128.31.
Sept. expense..... 371.69
total.... $495.00 OK
Expenditures for month total..... 452.93 (instead of $452.92)
balance.. $ 42.07 (instead of $40.08)

November 1957:

Balance on hand at beginning of month $ 42.07 (instead of $40.08)
The $371.69 you have listed as
September expense was already
noted on your October report -
therefore, your total for the month as a balance
was $ 42.07
Expenditures totals $349.79
Less balance..... -42.07
minus $302.72 (instead of a balance of $61.98)

Shouldn't this be -307.72

3K
5K
7/31

December 1957:

Balance on hand at beginning of month - Minus ~~$302.72~~ 307.72
Deposits: Oct. expense check....$452.93 ~~453.93~~
Nov. " " .... 349.79 ~~348.79~~
Total...$802.72
"Minus balance"...~~302.72~~ 307.72
balance at begninng of mo.~~$500.00~~ 495.00
Expenditures.... 349.83 (instead of $350.03)
balance.....~~$150.18~~ (instead of $149.97)
145.17 (this check should have been for $150.17 but I took your figure of $302.71 in my substraction; will correct it in the February report if your account is over the $500. by 1¢)

The December check should have been for $349.83 which is what we requested from the Treasury on January 22nd. IT WAS ONLY 344.82 BY MY BANK STATEMENT OK 2/3/58

January 1958:

Balance at beginning of month - ~~$150.18~~ 145.17 (instead of $149.97)
Total expenditures..... 96.99 (requested Jan. expense check 2/19/58)
balance at end of mo. .... $ ~~53.19~~ 48.18

Your January 1958 Cash Statement shows a minus of $4.34 carried over from December.
Fromcheck a/c.....$20.-
Less 4.34
balance.$15.66 ✓ OK
Expenditures. 4.25
balance.$11.41 (instead of $10.91)

These are the corrections if my figuring is correct (tongue in cheek)!

Dick and Deen have been in the office this week and it is good to have an opportunity to get to know them better.

Barbara's letter of the 14th has been received and relayed to Dr. Jackman in Billings, Montana where he is at t is writing attending the meetings of our Northwest Sunday school missionaries. He goes on to California for promotional meetings and is scheduled to return the latter part of this month or week of March 3rd. The trial run and launching of the new boat, "Anna Jackman" has been delayed for an indefinite period of time. The builders have been unable to complete the finishing touches. Will keep you folks informed as soon as we hear specific details from Dr. Jackman on the field. If time does not permit a reply prior to his return, this whole matter will be brought to his attention again.

Best wishes!

Sincerely yours,

Dept. of Work in Alaska
per Frieda Koerner

FK

CC: Richard V. Nelson, Juneau, Alaska

I have corrected my reports to show as I indicated above. RTS.

P-H

March 4, 1958

Mr. Roy Brown
Box 2539
Juneau, Alaska

Dear Roy:

Thank you for your letter of the 5th of January which did not reach us until the 10th of February, and came during my long absence from the office.

We would like to have a monthly report from you on forms which you will find on the ship. Since Dick Stussi and Bill Zeiger have been handling the finances and program part of it, we would expect that your report would cover the operation mileage, running time, fuel consumption, routes and places visited, and the condition of the vessel. This would be in addition to your narrative of what has happened enroute, plus your voucher calling for your salary. Anything else which you feel is pertinent to the work should be included.

Your idea of a course in navigation for the fisherman in local communities is good, but I am not sure that we would have the time to tie up our boat and crew at each place for the number of days necessary to have such a course.

Recently I had a visit with Brian Cleworth and we discussed your ability, your background, and some of your problems. We felt that you were very sincere in trying to lead a better life and be in sympathy with the Christian missionary program of the vessel. There was one allowance in his arrangements with you which I feel should be further corrected. Since the Princeton-Hall was definitely set aside for a Christian missionary program, and since so many of the older Indians have a prejudice against the habit of smoking, I feel that there should be no smoking on board the ship. You will recognize that this is not stated in a personal way, but on the basis of the principle of what is good for the welfare of the Christian influence and program on board.

I shall be coming to Alaska for the Spring meeting of Presbytery at Petersburg, and will look forward to the opportunity of having a visit with you. I gave your message about babying the ship to Dick Nelson who is now on his way to Florida to try to hurry the preparations for the new boat so that they can get off to Alaska as quickly as possible.

Best regards to you.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW
CC : The Rev. Brian Cleworth, Juneau, Alaska

5 Jan 1958
Juneau Alaska

FEB 10 1958

Dr. J. Carl Jackman
Dept of Work in Alaska
Board of National Missions

Dear Dr. Jackman

First of all let me thank you for considering me, as a temporary master of the M.V. Princeton Hall. I consider it a privilege to serve for as long a time as I am needed.

As you know we have just completed our first trip of the year. Covering the areas from lower Chatham Straits to the west coast of Prince of Wales Island.

Having had first hand experience with the people in the outlying towns you would know how completely their economy is tied to their boats. Now this is just an idea to bat around. I do not believe we are getting thru to the people as we should. This is self evident. I know that a firmer common ground can be achieved by showing them we have something they need and can offer. I am hopeful that sometime we can interpolate a course in elementary navigation, with our other programs. By practice, I've found I can teach a practical piloting class in 10 days. Including conducting of courses, bearings, use of radio direction finders loran and rules of the road. Intensive, but

when taught and applied on the spot, easily absorbed. If we can reach them thru this medium, it will show our concern of their problems and establish a solid meeting ground with the boat captains who are the leaders of their communities. Our outlay for material would be nil. I'm sure local schools would cooperate. — Just an idea.

Though we have never met, I've often heard of you. There are a few things you should know about me. I've been master of ships since 1943. A nautical instrument specialist and compass adjuster since 1951. —

I assume you would like a monthly report. Would you please define what scope this should cover. On previous ships, my reports have covered operation, mileage, running time, fuel consumption, expenses and condition of vessel. Please let me know when you expect reports.

Enclosed, in the nature of report, compass compensation recently done. —

Should you see Dick Nelson please tell him I'm praying his ship as I know he would. (Our prayers for his full and speedy recovery have surely been answered.)

In His Work

Ray Brown

FEB 10, 1958

M/V PRINCETON - HALL

PILOT HOUSE — Compass

Date JANUARY 10 1958

JUNEAU, ALASKA

Magnetic Course		Deviation	Steer by Compass
NORTH	0°	0°	000°
NNE	22½°	0°	022½°
NE	45°	0°	045°
ENE	67½°	0°	067½°
EAST	90°	0°	090°
ESE	112½°	0°	112½°
SE	135°	0°	135°
SSE	157½°	0°	157½°
SOUTH	180°	0°	180°
SSW	202½°	0°	202½°
SW	225°	½° W	225½°
WSW	247½°	1° W	248½°
WEST	270°	½° W	270½°
WNW	292½°	0°	292½°
NW	315°	0°	315°
NNW	337½°	0°	337½°

COEFFICIENT CORRECTIONS

A— CORR TO 0°

B^s—B^v— 2 ALNICO # 2's RD/A

C^s—C^v— 1 ALNICO # 2 RD/P

D—Quad. Corr. at M/P 1 3/4"

E— NONE

Roy C Brown

Capt. Roy C. Brown

ADJUSTER

JUNEAU, ALASKA

al
p-1

March 26, 1958

Mr. Lee Evans
Laguna, New Mexico

Dear Lee:

Ralph has been here and we had a very nice visit together, even though it was short. No visit with him would be complete without some inquiry concerning the welfare and health of you and your good wife. Ralph said he had visited with you recently and we decided that I should write you. At the time of the Board meeting in November in First Church of Albuquerque, we talked about the possible renovation of the motor vessel the Princeton-Hall, and you offered a gift of $500.00 if we would renovate it and keep it in our service. Since that time we have been making inquiries concerning the cost of the renovation, and whether it is practical for us to keep it. We have asked a Marine surveyor in Juneau to go over the ship, and give us what he considers a reasonable cost which would take care of the regular major overhaul of the engine, a rebuilding of the cabin, and a probable reconstruction of the deck which has been leaking rather badly. The estimate of the surveyor is $11,000.00, and the skipper of the ship feels that this will not be enough because he knows of two or three other soft spots in the hull which need to be replaced. The cost by contract could be about $12,000.00, but we may be able to cut that down through having some of our own people who are expert boat builders, work on it during the period when they would have no other employment which was pushing them. I have taken this proposal informally to our Executive officers, and have not received very much encouragement about it because of the high cost of renovation.

Meanwhile, one of our pastors in Chicago has approached a man from his congregation who has a fleet of barges on the Mississippi River, and has suggested that he might give us a second ship which would be a little smaller than the Princeton-Hall in memory of his mother, and use that as an Evangelistic missionary ship for southeastern Alaska. Nothing may come of this although this man has expressed an interest in it to the extent of asking us to get a price on it. If our Board is faced with a decision between spending $12,000.00 to renovate what we have, and the offer of a new ship without any cost, it is easy to feel what the decision may be.

For many personal and sentimental reasons, I would like to keep the Princeton-Hall. It has had 18 years of service. Many people in Alaska have made contributions toward it. It has carried through the insurance from the romance of the old Princeton. It has in it a gift from Gaines Hall, in memory of their father. We all think so much of Ralph in our mission program and of Jim for his service in Alaska, and I could go on with many more reasons. In discussing this with Dr. Morse, our General Secretary, he thought we might have much greater a possibility of getting a favorable decision from the Board to keep the Princeton-Hall, if we could find the cost for the renovation. If this could be done, we

might or might not have the possibility of this man in Chicago setting up an endowment fund in memory of his mother, the income of which could be used to maintain the ship in its Evangelistic ministry. We recognize that nothing may come of this approach in Chicago, in which case we would have only the question of the renovation and retention of the Princeton-Hall, but on the other hand, this man might do something of a substancial nature which might not take the form of the offer of a new ship forour Evangelistic missionary service. His decision will not come until the middle of the summer, and if he does offer to do something, it may not be done until September. Meanwhile, we would like to find out what can be done regarding the Princeton-Hall.

In our visit together, Ralph said that you had it in mind, if the sale of your ranch goes through, to make us a nice gift for something special. Ralph and I both felt that a part of your gift might be used to renovate the Princeton-Hall, which would solve our problem of its cost, and make it easier for us to present our request to the Board that we be permitted to keep it and continue it in our missionary service. We recognize that what you might be able to do may hinge upon the sale of the ranch, but a reply from you on this in the near future would help me formulate a recommendation to our Board.

Best regards to both of you. We rejoice in the Christian devotion of both of you and of your willingness to be good stewards of the resources which God has placed in your hands.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Sunday School Missions
and Work in Alaska

JEJ:EW

March 27, 1958

Dr. Harrison Ray Anderson
126 E. Chestnut Street
Chicago 11, Illinois

Dear Ray:

Dr. Morse and I have had another discussion concerning the situation regarding our missionary ships for southeastern Alaska and both of us felt that I should write to you briefly about the general circumstances in which we now find ourselves. We have a sense of great appreciation to you for your interest in our behalf and feel we ought to share these developments with you as we work through them.

The project of a new ship to replace the Princeton-Hall has been in process for nearly four years. Through individual gifts, special contributions from churches and church groups, and an appropriation from the Priority Funds from General Assembly benevolences sufficient money was in hand for us to proceed with a contract for the construction of the new ship. After considerable searching over the country, it was discovered that we could have it constructed in Jacksonville, Florida, for about $15,000.00 less than it could be built in Seattle, so that we awarded the contract to J. F. Bellinger & Son in Jacksonville. The net cost to us is going to be about $85,000.00, although we are getting a ship which is worth in excess of $100,000.00. While we were casting about for an appropriate name which would carry the implication of its itinerant evangelistic ministry, the Board voted to call it the Anna Jackman. This action was taken about the time that you had talked to Dr. Morse about the prospect of a gift of a ship for this purpose from one of your men. The new one is now ready to leave Jacksonville, Florida, will stop a Miami for a couple of days, and then go around the east coast of Cuba, through the Panama Canal to our west coast, and then to Alaska.

In southeastern Alaska we are having a series of four or five pulp mills constructed which means in each case there will be two hundred to four hundred men in the woods in small lumber camps where a christian ministry may be had only from an itinerating ship. With one of these mills in operation and the second one in present construction, it became evident to us that we would need a second boat if we were to give this ministry with any frequency. When we entered the new project it seemed necessary to sell the Princeton-Hall in order to secure sufficient funds to finance the new one. However, in our development we received a generous gift from the Cummins Engine Company of the new engine, which was valued at the same amount we hoped and planned to get from the sale of the Princeton-Hall. With the prospect of the need of the second pressing us, we began to raise the question whether the Board would permit us to keep the Princeton-Hall, do some major renovations on it, and continue it in our service. In the midst of this consideration came your proposal for a new ship to be given to us for this evangelistic service.

There are many people who would like to see us keep the Princeton-Hall because of the sources of gifts for its construction, and many deep sentimental attachments to it. A preliminary estimate shows that it may cost us as much as $12,000.00 for

a complete overhaul of the engine, a rebuilding of the cabin, resetting of the deck, and the replacement of a few soft spots in the hull. There is some feeling that the Board would resist the appropriation of this amount of money for it, and if we came to a choice between keeping this one with this renovation cost, and accepting the gift of a new ship(which would cost about $70,000.00 to $75,000.00 for a craft of 52 to 55 feet), there is no question but that the latter proposal would be the one accepted. However, if some of those interested in keeping the Princeton-Hall were to produce the cost of renovation, the Board might then feel that the stronger pull is on the side of keeping the present ship with its sentimental attachments. We have made a few contacts with those who have expressed their interest in keeping the Princeton-Hall to see whether the interest goes far enough to secure the necessary renovation cost. We would hope to have an answer on this by the end of April.

The new ship will be used for general services, and as much as the time as possible in itinerant Evangelism. The second ship, whether it be the Princeton-Hall or a new one, will be used predominantly in itinerant Evangelism among the small communities and lumber camps of the southern part of southeastern Alaska. It will take a crew of one or two(one of them being a couple living on board) who would move from place to place for a Christian ministry to individuals, families, and small groups of people who have no other ministry. This is greatly needed and the need for it will be on the increase in the next three to five years.

Our situation is simply this, that we may keep the Princeton-Hall, or may receive a gift of a new ship from your man in Chicago. If the renovation cost of the Princeton-Hall is provided to keep it in service and preserve its present name, the Board may be disposed to approve that. If this renovation cost is not provided, the Board may not be disposed to approve an appropriation of $12,000.00 approximately, for renovation cost, but would certainly be open to the reception of a gift of a new ship, for this ministry. If the Princeton-Hall is not retained, the way would be opened for the new ship, which could carry the name of the mother of your man as you suggested. It would carry a crew of two, one of whom would be an ordained minister of our church, whose basic purpose is an Evangelistic ministry to lumber camps and small communities.

If we are to have a new ship, we would reduce the size from 65 feet to about 52 or 55 feet. For this itinerant service which normally would require no forced run, one engine would be sufficient, and the total cost of ship and equipment, estimated in proportion to the cost of the new ship, will be around $70,000.00 to $75,000.00. This is only approximate and would have to be worked out with our Marine architect and builder.

If the Board decides to retain the Princeton-Hall, would your man be interested in setting up an endownment fund in memory of his mother, which would carry her name? The income of that would provide for the maintenance and operation of our marine ministry to isolated people in southeastern Alaska. This proposal would not be so well known, but would combine a definite interest in a boat ministry of Evangelism and his regard for his mother.

We shall keep you informed about developments, and would appreciate any reactions or suggestions which you may have in this situation. We are grateful for your interest and your desire to help us in this part of our ministry.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW
CC & Dr. Morse

Mr. Cleworth
F.Koerner 5/1/58
A pril 1958 Princeton-Hall Expense $500. check #A71056

If this check for Princeton-Hall expenses is to be accounted for through regular monthly report form, then disregard these blue forms. Whowever makes this accounting, this particular check should be noted as we usually send these checks to the Behrends Bank for deposit to the Bd. of National Missions P.H. a/c.

Best wishes.

Dept. of Work in Alaska
per Frieda K. Heinelt.

FK
Att: Ck.#A71056-$500. &/accounting forms in triplicate (blue)

Alp-11

May 2, 1958

The Rev. Brian Cleworth
Box 2539
Juneau, Alaska

Dear Brian:

From your letter which came in today we pick out the item regarding personnel for the Princeton-Hall during the summer. Perhaps it would be wellto ask Arthur and Evelyn Johnson to serve there during the three months period. Probably in this time Arthur will want his vacation, but that can be considered later.

Meanwhile, we have a young couple from San Francisco Theological Seminary, Chuck and Barbara Jenkins who want to go to Alaska and whose home churches have promised their round-trip transportation. We could put them at Noonah for the three month period while Arthur and Evelyn are serving on the P-H and taking their vacation.

It would be wellto clear this with Arthur and Evelyn immediately and let me know. I am writing to Chuck Jenkins that we will have a place for them, but have not yet told them where they are to go.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW
P.S.
We received the insurance on George Betts. How about damage on the manse roof? Since you missed the meeting with the Synod Council in February it would be well to go to the Synod meeting. Write to Polly and arrange to be there when the Council meets also, before or after Synod.

ac
Princeton-Hall file

May 6, 1958

Lukens, Savage & Washburn
25 Broadway
New York 4, New York

Attention: Mr. Charles A. Mignerey

Dear Mr. Mignerey:

We are sending you a copy of a letter from our Assistant Secretary in Alaska, the Rev. Brian H. Cleworth, regarding the Coast Guard inspectionoof our two mission motor ships, the Princeton-Hall and the SJS II. You will notice in the paragraph at the bottom of the front page that Mr. Cleworth states that so far as the Coast Guard is concerned, we can still operate as we are without a license, even under the new regulations (effective June 1st, as we would not be carrying passengers for hire, and thus they are considered guests.)

Mr. Cleworth also points out in the paragraph above this, that if we license our two boats for hire, then we would have certain specifications from the Coast Guard to be directed on board both ships before we would operate in this way. We are not contemplating this type of activity immediately, so that as Mr. Cleworth suggests in his letter, we do have time to come to the decision whether we will keep both or one of these ships for continued service. When this decision is made, we must face the necessity of making these required changes. Meanwhile, we are aware that some repairs need to be done on both boats, and plan to do even more than the Coast Guard would require for the continuation of this part of our ministry.

The main point now is that both boats have been inspected by the Coast Guard, and Mr. Cleworth reports that they are approved for the continuation of our present kind of ministry. The Coast Guard inspection certificate would be on board each boat. We understand that our insurance will be continued and that we are free to continue the operation of the boat.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EM
CC: Mr. Tribus
The Rev. Brian H. Cleworth

Board of National Missions of the Presbyterian Church
In the United States of America
156 FIFTH AVENUE, NEW YORK CITY 10, NEW YORK

DEPARTMENT OF WORK IN ALASKA

THE REV. J. EARL JACKMAN, D.D.
SECRETARY
156 FIFTH AVENUE, NEW YORK 10, N.Y.

THE REV. BRIAN H. CLEWORTH
ASSISTANT SECRETARY
BOX 2539, JUNEAU, ALASKA

MAY 5 1958

SOS

May 2, 1958

Dr. J. Earl Jackman
156 Fifth Avenue
New York 10, New York

Dear Earl:

The Coast Guard has inspected both of our vessels this week and their report is quite encouraging as far as our meeting the requirements for licensing.

The P-H needs no structural changes at all. There are several small things that need doing, the railing must be extended on the forepeek, the bilge piping must be extended into the forward bulkhead, a good number of amateur wiring jobs must be eliminated by new runs properly installed, guards are needed around the generator, etc. Probably the largest expense would be for an additional life boat. Under regulations we must have lifeboat space for 30% of the persons on board. Our present skif would carry 9 so the Coast Guard figures our total load would have to be kept under 40 due to one life boat. What it will be if we have 2 life boats will then be decided by other factors, as yet undetermined. My rough estimate of the cost of repairs (with the exception of an extra lifeboat and any changes the Coast Guard would require after a hull inspection next week) would be about $500.00.

The SJS II will have minor changes with one exception. The entrance to the forward compartment will have to be where the present escape hatch is for they will not approve the main entryway coming down through the engine compartment. They have a good number of other small corrections to make on the SJS II but none of major size or expense.

Please wire me if we should proceed with the changes on the P-H. We cannot be licensed until these changes are made and approved. On the other-hand, if the insurance company does not require licensing, or we get coverage through a new company, then we can still operate as we are without a license even under the new regulations (effective June 1) as we will not be carrying passengers for hire and thus they are considered guests. This would give us more time in which to make some decision on whether we will keep the boat, invest more money in it, or what to do. Many of the changes the Coast Guard requires could easily be done if we renovate the boat according to Jack Warner's suggestions last February.

MAY 5 1958

I shall hold up any work on the boat until I hear from you. This of course means a delay in getting the boat into operation again if we are going to be required to be licensed. Please let me know immediately if you authorize us to go ahead ~~with~~ with the changes required by the Coast Guard (which will have to be done over if we completely renovate later.)

We are putting the boat on the ways Monday morning to copper paint it. I hope I am not sticking my neck out too far in authorizing Rolland Burrows to move the boat in the harbor but unless we do this work during the high tides the first of the week we will not be able to do this for another month and we dare not use the boat until we get some of this yearly maintenance done and the hull inspected.

Sincerely yours,

Brian.

Brian H. Cleworth

cc R. R. Armstrong

MV Princeton-Hall

May 12, 1958

Lukens, Savage & Washburn
25 Broadway
New York 4, N.Y.

Att: Mr. Mignerey

Dear Mr. Mignerey:

We are enclosing herewith a copy of the official report of the United States Coast Guard on their inspection of the Motorship Princeton-Hall. Commander Cuill's Signature does not come through well on this type of copying.

You will notice in his opening paragraph that these deficiencies "must be corrected prior to certification" for licensure for hire. In his last paragraph, he also says, " as a general rule, time limits will be allowed to correct these deficiencies". He has told our Assistant Secretary, Mr. Cleworth, that the ship may continue to operate without certification in the service which we are now performing. I have no specific report whether they will permit us to use it for hire even though certification were not completed, but we do not intend to use it for that purpose now anyway.

If we retain the Princeton - Hall in our missionary service, we recognize that we need to do far more than these small exceptions which the Coast Guard has listed. The decision of not keeping it indefinitely has not been made, and may not be made until fall. It is our desire and expectation to use it in our missionary program for Vacation Bible Schools in the small villages during the summer. Our problem is whether we should spend $500.00 to fulfill all of these minor exceptions which the Coast Guard has found, and which will have to be done over if we do the larger renovation job, or whether we should go ahead and use it with a very minimum number of these being completed. If we decide in the fall to keep it, then we would do a major job as if we were going to certify it for hire, and follow closely the new regulations. During the summer, it will have on board our own workers, and in June and July will be parked for a week or two at a time at a cannery or small village for our Bible School will be held on board the ship.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW

1958

LUKENS, SAVAGE & WASHBURN

Insurance

LEWIS N. LUKENS
ERNEST C. SAVAGE
LOUIS M. WASHBURN
W. BEAUMONT WHITNEY, II
MARK E. BALIS
W. DONALD WARNER
WALTER J. HILL
WYLLYS TERRY, JR.
H. P. BALDWIN TERRY
H. LATROBE ROOSEVELT, JR.
HAROLD A. HAINES, JR.
RICHARD D. IRVIN
W. BEAUMONT WHITNEY, III
H. ELLIOTT ROGERS
JOHN SCOTT NEILL
SAMUEL W. PRAY

25 BROADWAY
NEW YORK 4, N.Y.
TELEPHONE DIGBY 4-0270

PUBLIC LEDGER BUILDING
PHILADELPHIA 6, PA

NEW YORK

May 7 1958

Re: "SJS II
and"Princeton Hall"

Board of National Missions
156 Fifth Ave
New York 10, N.Y.

Attention: Dr. J. Earl Jackman

Re: Protection & Indemnity Insurance

Dear Doctor Jackman:

Thank you for your letter of May 6th 1958 together with the copy of the letter you received from the Reverend Cleworth. We are referring the contents of both letters to underwriters in New York who will take up the matter with the West Coast underwriters who have the final decision. We will ask them to confirm that the coverage can attach and on what date. Meanwhile, since the policies expired on May 2nd, there can be no insurance until we receive such confirmation from the West Coast. We are reasonably certain that they will require some evidence from the Coast Guard of Coast Guard approval.

We should like to emphasize that there can be no presumption of coverage until we have affirmative confirmation from the West Coast.

Very truly yours,

Chas. A. Mignerey

LUKENS, SAVAGE & WASHBURN

Charles A. Mignerey/el

June 11, 1958

The Rev. Brian H. Cleworth
Box 2539
Juneau, Alaska

Dear Brian:

We are sending you the following night letter,:

> "Continue operate Princeton-Hall in summer program without license for hire if within Coast Guard safety requirements and insurance coverage. Hope have conference in Juneau with Guill and Shattuck to secure written requirements with and without license for hire. Prefer mission operation without hire but desire adequate safety provisions. Letter follows."

You men up there have not been any more frustrated over this during the last two months than I have been. We have had many complications, but not all of this is the fault of the attorney of the Board. Much of it resides in the requirements of the underwriters who must give their approval before our own insurance company can extend the insurance. A part of the confusion has come from the lack of a clear statement as to what is actually required for the operation of the boat in our mission program. In our first conference with the insurance representatives I reported to them that it was not necessary to have an inspection by the Coast Guard for license for hire because we did not use the boat for hire. The underwriters came in at this point, and our attorney took the position that we were required to have a thorough inspection to fulfill requirements for license for hire. It is not our desire nor intention to operate the Princeton-Hall for hire, therefore, we should go forward with our regular missionary program as before. In saying this, we are mindful of necessary safety precautions which should be taken for the ship in any kind of operation.

About two months ago, I talked to Mr. Morse about the continued use of the Princeton-Hall and what we needed to do to bring it before the Board for a decision whether we would be permitted to use it. Since there were many uncertainties surrounding it, he suggested that we continue to use it in the summer program, do what repair was absolutely essential for safe operation, and then hope for a decision by the end of the summer. Again several people have been in the discussion without a decision from anyone. To make a long story short, I asked for and finally received, a conference with the Executive officers seeking a decision upon the retention or sale of the P-H. This was held at the General Assembly, and ended with a request to me to write up what we wanted in the program, and what the various alternatives would cost. This will be done within the next few days, but will not bring an immediate decision because the question of permitting us to continue to use it, must go through the Cabinet, the Executive Officers, and through the Board. The question of the amount of repairs as outlined by Jack Warner, must go to the Cabinet for approval, and the remaining amount of National Missions

Building and Repairs Funds for this year is getting low.

We are glad to know that the Anna Jackman has arrived in Alaska. We do regret the fact that they are having continued difficulty with the V gear. We hope soon this will be corrected, and we will be able to operate it without additional mechanical difficulty.

We are glad to know that our insurance on the boats has been transferred to the Shattuck Agency in Juneau. This will give us an opportunity to confer with people who know what our local situation is and can help us in it. I would like a conference with Mr. Shattuck and Commander Guill in Juneau, to see if we can get our actual requirements on license or non-license straightened out in writing for the satisfaction of our legal department here. I was not aware that the insurance was violated because the A.J. deviated from the straight course between Ketchikan and Juneau in picking up campers. Under our arrangements with our insurance company here, we will transfer from the direct route of the trip to Alaska to general service in Alaska after the ship had arrived in Ketchikan. This may have been changed through the new insurance by Shattuck.

You are right that both Bill Geiger and Dick Stussi should have some intensive training in the handling of the boats. When each one could take over is not necessarily a matter of long experience and complete familiarity with Alaskan waters, but has something to do with the sound judgment of the individual. For instance, Dick Nelson does not have complete confidence in Dick Stussi's operation of either boat, because Dick Nelson think when they outline a course which will keep them in the middle of the passage, and when he is out of sight, Dick pays no attention to it and gets to close to the shore where they may be hidden rocks. Last summer, Dick Stussi took over the operation of the Princeton-Hall and had no accidents, as far as we know, but also did not stick to the middle course. If either one of these two is to take over the Princeton-Hall, it ought to be under the condition that he will follow the course and policy of safety. George Betts certainly should not be asked to do this, when Katie is in such condition. So far as I am concerned, Bill can operate the ship as soon as he had had sufficient experience and shows sound judgement enough to handle a piece of valuable equipment, and can fulfill any license requirements, which might be necessary by the Coast Guard and insurance company for operation of the ship without use for hire. If Bill can take over for the summer, we will soon have Chuck Jenkins and his wife, and possibly Joan Rankin who helped in V.F.S. before, to carry the program. Chuck and his wife are to attend the Orientation Conference in Seattle, and will fly north with the group on the 13th of June. Not knowing where the boat would be, I told him to go on to Juneau unless he heard from someone at the University Presbyterian Church that the boat would be in a different location.

A possible use of a plane is one of the alternatives for future program in southeastern Alaska. I have some hesitation about it because we do not want to lose you, any other pilot, or the plane, and I know that weather is not always favorable for continued use. You have been in southeastern Alaska under very favor-

able weather conditions during the winter, which encouraged your air-mindedness. True, the capital investment is small for a plane, and there would be one salary for a pilot rather than two for a ship. These alternatives will be presented to the Executive officers for action. Beyond this, there is a certain amount of sentimental attachment to the P-H which must be recognized. We have had no definite word yet from Miss Gladfelter or Mr. Armstrong about the decision to use the P-H instead of the SJSII. Our problem has to be presented to too many people for an early decision. When we are ready for a decision, someone will have to pin it down and keep plugging away to get it accomplished.

Regards to the family.

Cordially yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW

Board of National Missions of the Presbyterian Church
In the United States of America

156 FIFTH AVENUE, NEW YORK CITY 10, NEW YORK

DEPARTMENT OF WORK IN ALASKA

THE REV. J. EARL JACKMAN, D.D.
SECRETARY
156 FIFTH AVENUE, NEW YORK 10, N.Y.

THE REV. BRIAN H. CLEWORTH
ASSISTANT SECRETARY
BOX 2539, JUNEAU, ALASKA

June 7, 1958

Dr. J. Earl Jackman
156 Fifth Avenue
New York 10, New York

Dear Earl:

We need some guidance on the whole boat situation. I have no idea what is going on in your mind concerning the future of our boats. Is there any indication as to whether we will continue to use both boats or not?

The Princeton-Hall is operating once again. She is certificated by the Coast Guard. However, attached is a new list of 11 items needed to be done within 60 days or her certificate will be suspended. Most of these can be done by Bill Zeiger and I have instructed him to proceed with these immediately. We have an FCC inspection coming up and we are almost certain they will require a crystal received installed with 3 crystals along with other changes. Be prepared for several hundred dollars more to be wasted.

The Princeton-Hall is severely limited by her certificate in the number of passengers she can carry. For instance, she is to take a group of campers home from Rainbow Glacier camp next week. She is to take the southern end as the Anna Jackman is still having trouble with her V drive and wants to get into Juneau for repairs. The P-H is to take some 45 campers. The top load limit according to her certificate is 28 plus 2 crew members. Also, the boat cannot operate more than 13 hours continuously in any 24 with only one crew. If it operates more, the passenger limit is 10. On the trip to the southern end she will operate continuously for about 48 hours.

As you can see, it is economically impossible to operate our boat under these restrictions. If we must operate as a certificated vessel for hire we are wasting our money.

The question is, shall we go ahead and carry all 45 passengers or not? In our judgement this is a safe load for this time of year when we consider the nights are not dark except for about an hour and we have sufficient life jackets and safety equipment to be operating within the safety requirements of the Coast Guard. If we are to operate in this way, we are operating contrary to our certificate. However, we are not carrying passengers for hire so actually are not violating our certificate. Then again, if we are not going to operate according to our certificate why all the bother and expense of getting one? All along the Coast Guard has said we

JUN 10 1958

do not need it, our insurance company says we do not need it, but our legal wizard in New York says we do! What a ridiculous situation Lucien Tribus has gotten us into!

The Anna Jackman is in Alaska - that's an accomplishment! Early last week when the Princeton-Hall was still tied up on insurance in Juneau, Bill Zeiger asked Dick Nelson to pick up campers for Rainbow Glacier on his way north from Ketchikan, via the west coast. The A-J picked up some 45 campers and brought them to Haines. I heard about this on Tuesday night when I arrived in Haines. As I had been in Anchorage for 10 days and no mail reached me I did not know the status of the boats, insurance, etc. As soon as I reached Juneau I checked with Curt Shattuck and found that he had not been authorized to write a policy on the A-J as yet and according to Mr. Shattuck the trip insurance on the A-J was probably invalid the moment the A-J deviated from her course at Ketchikan. I notified Dick Nelson not to move the boat from Haines until I gave him notice. Curt Shattuck called me yesterday to say he has received an order from New York on the insurance for the A-J and that she is covered as of noon Wednesday, June 4th. I presume that we can use the boat now, although Lucien Tribus has not so notified me.

What about the Coast Guard inspection on the A-J? Her insurance is already in force without any certification by the Coast Guard. If we have a Coast Guard inspection we will have to tie up the boat in Juneau for several days and cut into the VBS program which is scheduled to start the end of next week.

I am not hoping for much from the VBS program on the boats this summer. The fellows are getting together on Tuesday at Haines to set up schedules for the boats. No word has been sent to the canneries of our coming (how could we make any plans with all the uncertainties of late), none of the fellows on the boats have had opportunity to study the materials or get prepared in any way. All I can hope for is that those coming up to work on the boats will have good prepartation and give strong leadership.

Yesterday we put the P-H on the grid and cleaned and copper painted the bottom. Both the Coast Guard and Jack Warner inspected the outside of the hull and said it is in very good condition. That is a relief!

We are working on the problem of a skipper for the P-H for the summer. George Betts ought not to be asked to do it. The doctor told George that Katie can expect considerable pain in the next six months due to her cancer. Dick Nelson does not know of anyone whom we can hire at the present time. I am wondering about Bill Zeiger taking over? Bill has passed his written examination and holds an operators license from the Coast Guard. When Roland Burrows was on the P-H early this spring with Bill he have Bill opportunity to land the boat and operate in close quarters. Roland was high in his praise for Bill's ability and for his mechanical knowledge of the boat and engine. Since then Roland has taken Bill and the P-H down the channel for landing practice. Who decides when a man is ready to take over as a skipper of a boat? I feel that both Bill and Dick Stussi ought to be given intensive training in operating the boat so that they can take over.

Please give us your thinking on the above matters, Earl. At this point I feel that if New York is going to insist on our operating under Coast Guard certification we cannot operate our boats for carrying passengers. It will be too expensive for the few people we can carry. Presbytery and camp trips will be out of the question. The only use I can see then is for itineration to logging camps, etcl and I question whether a boat can do this as well as

an airplane can. The overall cost in equipment and personnel would be considerably less with planes than with boats and far more efficient.

Again we need direction from you in our planning. How is the wind blowing in New York on this whole subject?

Sincerely yours,

Brian H. Cleworth

cc Rev. William Zeiger
Mr. Richard Nelson

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER OCMI
17TH COAST GUARD DISTRICT
P. O. BOX 2631
JUNEAU, ALASKA

27 May 1958

Presbyterian Church Mission
Box 2539
Juneau, Alaska

Gentlemen:

On 26 May 1958 an inspection under the provisions of Subchapter T, Public Law 519, was completed on your vessel, the PRINCETON HALL, and a certificate of inspection has been issued. Below are listed the outstanding deficiencies which must be corrected within a reasonable length of time:

1. A 15-lb. CO2 bottle must be installed in the forepeak as a fixed system protecting the paint locker with remote controls outside of forepeak spaces.

2. Provide one 30" life ring with an attached C. G. approved calcium carbide or electric water light and 10 fathoms of nine thread line.

3. Mark each emergency light station as required by the regulations.

4. Provide six daytime and six night time approved distress flares.

5. Provide two photographs of approximately 3" x 5" of the vessel, one to be a profile view and the other a plan view.

6. Remove gauge glasses from both fuel tanks.

7. Vessel to be drydocked for underwater examination.

8. At the drydock examination the chains are to be ranged out of the chain locker in order that inspection of the locker may be made.

9. Install two way door latch on each emergency escape door.

10. Tag all bilge valves at manifold.

11. Weigh all CO2 fire extinguishers and supply this office with a letter setting forth the net, the tare and the actual weight of each bottle.

The ten additional cork life jackets which are marked "For use on inland motor vessels, war time emergency only" may be continued in service so long as they are maintained in good condition.

It is requested that you notify this office when the above deficiencies have been completed and not later than sixty days from the date of this letter.

Very truly yours,

S. G. GUILL
Commander, USCG
Officer in Charge, Marine Inspection

Encl: Form CG 3753
(delivered 5-27-58)

Alaska
Princeton - Hall

July 28, 1958

VIA AIRMAIL

Mr. Richard V. Nelson
Box 2539
Juneau, Alaska

Dear Mr. Nelson:

On June 19th, we received a note along with the Princeton-Hall monthly financial reports for February through May inclusive from Mr. Stussi asking for monthly financial forms to be sent as soon as possible. We notice that you are using white forms and the only ones we have in the office are on green paper. Therefore, we assume that you had the white ones mimeographed in Juneau. However, we are sending you several months' supply herewith re: the Monthly Financial Report and Cash Account forms for the Princeton-Hall. You may want to use the same for the M.V.Anna Jackman by changing the name on the forms so we will know what the reports refer to.

We have not had an opportunity to check the figures on the February through May 1958 financial reports as submitted by Mr. Stussi. We hope to get at this in the next few days. We have asked our Treasury to send $500. for each month - June and July to the bank so you would have a balance to work on to cover Princeton-Hall expenditures for maintenance and operation. We have done the same thing for the M.V.Anna Jackman for the same reason. After your accountings have been received and those now in the office have been checked against checks sent, we will make whatever adjustments is necessary for the balance to be in the account up to the $500.

Mr. Jackman will be writing you definite particulars about these matters just as soon as he can get through the vast accumulation.

Best wishes to all!

Sincerely yours,

Dept. of Work in Alaska
per

FK

P.S. Your two letters sent recently have been received today. They will receive Mr. Jackman's attention in the near future. Glad the last $1000. requested early in July has reached the bank re: the M.V.Anna Jackman from the New Alaska Boat a/c. These accountings for final approval are going to need more than a CPA to balance, but we'll straighten things out somehow! We usually "iron out the wrinkles" in the final analysis.

FK

CC: The Rev. Mr. Stussi(for info'
The Rev. B.J.Cleworth)

JUL 18 1958

I am all out of the
Monthly Financial Forms.
Please send some more
as soon as possible.

Dick Stuart

Board of National Missions
of the Presbyterian Church in the
United States of America
156 Fifth Avenue, New York 10, N. Y.

August 27, 1958

Mr. Gaines E. Hall
5162 Yolanda Road
Dallas, Texas

Dear Mr. Hall:

This is a letter which should have been written to you long ago, and which I had in mind to do, but did not have your local address. It was not until a few weeks ago when I had a visit with your brother Ralph and asked him for information regarding your gift for the mission motorship the Princeton-Hall in Alaska, that I was able to get more information. After some delay because of his health, Ralph has now given us your address.

We understand that at the time of your gift there was some unhappiness in relationships over it, and I have had the feeling that a message of reassurance should be sent to you about it. For 13 years now, except when the ship was in the hands of the Navy, there has been a very constructive vital service performed by the Princeton-Hall for our missionary work in southeastern Alaska. We are enclosing some of the printed material which has been prepared over the years, and which gives a broad description of the ministry which has been performed with its use.

Beyond this printed material, there are many intimate things which could be related through a personal visit with you. Young people have had the experience of going to youth camps for spiritual experiences, men have been lost from their families in the coves of southeastern Alaska and contact has been established with them, missionaries have visited isolated families and taken to them the Sacraments of the Church, and many other such services have been rendered because we have had the Princeton-Hall. In one particular case, a ferry boat was aground just before Thanksgiving in a storm, the Coast Guard could not reach them, but the Princeton-Hall was in that area and pulled them off the dandbar at high tide to enable them to be rescued and get home for Thanksgiving. As a result of this experience, we have a veteran of the Second World War who is now active in our church in Haines.

Regardless of whatever may have happened at the time of the gift and the construction of the new ship, we want you to know that the gift has been justified and it has been a part of the means of providing a great christian ministry in southeastern Alaska.

Recently we have built a new ship for this kind of general service, partly because there have been a few basic weaknesses in the Princeton-Hall such as a leaking deck, and partly because it has only one engine, and we need to operate the entire

year. However, we have had the entrance of pulp mills in southeastern Alaska, with many more men in lumber camps on separate islands, and there has come an increased need for the use of two ships instead of one. We are now asking our Board for the permission to keep the Princeton-Hall to assign it to this particular itinerant missionary service to these lumber camps and small communities. If we are given permission to keep it, we plan to do some basic renovation on it to overcome some of these difficulties and put it in better condition fof future use.

Your gift came a long time ago, but we want you to know there is still the feeling of gratitude toward you and your family for the gift which helped to make this ministry possible.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW
Enc.: MV Princeton-Hall
Alaska's Presbyterian Navy

M. V. Princeton Hall

BOARD OF NATIONAL MISSIONS
OF THE PRESBYTERIAN CHURCH IN THE UNITED STATES OF AMERICA

156 FIFTH AVENUE, NEW YORK 10, N.Y. ALGONQUIN 5-5000

August 4, 1958

Mr. Richard V. Nelson
Box 2539
Juneau, Alaska

Dear Dick:

Thank you for your letter of July 19th which arrived here on the 28th. I have had an opportunity to talk over some of the things with Glen Carson before replying to it. First of all, Ted Brown has been paid doubly. Through Brian, we have had correspondence with him intthanking him for his service in connection with the A.H. and after a letter from him telling us that the return transportation from Seattle to Juneau was $57.04, we sent him a check for that amount. Apparently you also have sent him a check so that he has been paid doubly for this, and we trust that he will return one or the other of the checks.

We are at the beginning of a survey of all of our work in Alaska, and a part of this will be the consideration the necessity for the use of two boats for our work in Alaska Presbytery. Dr. Morse has agreed that until there is a decision on this by the Board itself, we should continue to operate both boats and go ahead with the expanded program. Our basic difficulty in this kind of an uncertain arrangement is the assignment of staff people on the two boats, the selection of another crew member, how much renovation and repair to put on the PH, and the calling of a conference of all of you concerned to decide on program.

If we do keep the P-H, our decision would be to use the newer ship for general services and as much time as possible on itinerant evangelism toward the central or northern part of the inside passage. The P-H should be assigned to itinerant evangelism almost completely in the southern part of the inside passage. It's main business would be visitation evangelism, but might be used at the time of Presbytery, Vacation Bible Schools, and Youth Camps in the general program. It is unfortunate at this time that both the Assistant Secretary and the Chairman of the National Missions Committee are in the States on furlough so that those normally responsible for calling the conference to map out program, are not present. As a matter of general policy we expect to operate as motorboats in the third classification, and to ask those who are appointed to be skippers of the two boats, to do whatever is necessary to secure the proper license for operation. This arrangement will be reported to the Coast Guard, and the Coast Guard would naturally look to the skipper for personal responsibility and operation, as would the Board of National Missions.

If we areppermitted to keep the Princeton-Hall, we then would have to think in terms of the minimum of two people on each boat. On the AJ, we should have a skipper and one other crew man who could well be an ordained minister for visitation evangelism during the months of the year wher major attention will be given to this, but who need not be an ordained minister during those periods of the year when it will be used under general services for transportation and other such activities. For the Princeton-Hall, the suggestion has been made that we have a couple on Board for more leisurely itinerant evangelism because the ship would not be following a

tight schedule for meetings of various kinds. In this case, the skipper ought to be an ordained minister as well as one who can be responsible for the maintenance and operation of the ship. When this ship would be used for transportation, there should be an additional staff person on board for help. This means for both ships, personnel who could be used part-time on board or in other places, or a shifting of personnel depending upon the need for service locally and in other places. We are mindful of the recommendation of all of you concerned that each ship should have a wife on board for meals and housekeeping and the possibility of having family unity together. In each case this would mean that the family unit would have board and room provided with a very minimum of personal expense for these things. Under salary policies of the Board, this might mean some adjustment in salary, but on the other hand, there ought to be some compensation for the service of the wife involved. We would have towork this out in fairness in each situation concerned.

We should have from the Nelson, Stussi, and Zeiger families, particularly from the men, one request as to personal preference on service and family arrangement. We think we have some idde what these requests will be, but feel that every individual should have the right to make such a request. Then we should have some suggestion, if any of you have one, as to a fourth man or family unit involved to round out the full personnel needed for both ships. Let it be understood that we have confidence in all of the people involved in this, and there is no question here of anyone having or not having a job, but this is an effort to work out a constructive program of service with personnel, but at the same time, giving full consideration to the families concerned. Since all of you concerned cannot be on the same boat, a decision will have to be made and the best possible arrangement completed.

Meanwhile, we expect to operate both boats into the fall season until a decision has been made whether we are to retain the second one. If we are to retain it, a considerable program of renovation must be worked out, which will take time. If we are not permitted to retain it, then some other adjustment of personnel will have to be made, but here again, every possible consideration will be given to those involved. The questions involved in this will also have some relation to the location of housing. It may be providential that we were not able to find housing in Petersburg or Juneau until some of these other questions have been answered.

Meanshile also, there should be kept separate accountings on the expenditures for each boat. It is not necessary to have a separate banking account in Juneau for each vessel, but appropriations need to be set up here for each one, and an accounting made by the person responsible aboard. These can be worked out on the same plan which we had been using for the Princeton-Hall. The operational accounting for the AJ for service should begin when the ship entered Alaska, and when it began to pick up young people for the first camp.

Sincerely yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:kW
CC : Rev. Brian H. Cleworth, 2400 Chatwin Ave., Long Beach 15, Calif.
Rev. Richard Stussi, A-3 Cederpark, Juneau, Alaska
Rev. William Zeiger, Box 762, Juneau, Alaska

P-H

November 13, 1958

The Rev. Richard Stussi
A-2 Cedar Park
Juneau, Alaska

Dear Dick:

We have received a copy of theletter from Brian to you concerning the illness of Willis George and the resultant delay in getting the full program underway. We hope that Willis George will soon be able to take over and go ahead with the program.

All of us are interested in knowing that recently one of our Staff members came in contact with Herbert Mercer in San Antonio, Texas, who expressed his interest in serving again on the P-H at some future date. I do not know how serious this expression is, or when he might be available if we would need him, but it is worthy of our knowledge. If something happens that Willis cannot take over, maybe I should get in touch with Herbert and see what could develop with him.

Your letter regarding the use of the field receipts for the carhas been received, and we have put it in the correspondence folder for record.

We hope it will soon be possible to "clear the decks" and get the ministry of the P-H underway soon!

Best regards to all the family.

Cordially yours,

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:KW
CC : The Rev. Brian H. Cleworth, Juneau, Alaska

P H fdr

INTER-OFFICE CORRESPONDENCE

BOARD OF NATIONAL MISSIONS

TO Miss Jane Gillespie
FROM
RE:

DATE Nov. 13, 1958

You will be interested to know that we have made a division of personnel between the two mission motorships in Alaska. The Rev. William Zeiger who now lives in Petersburg will be the ordained missionary in charge of the program for the Anna Jackman, and the Richard Nelson family will live on the ship for this missionary service. The headquarters of the ship will be in Petersburg.

The Rev. Richard Stussi will be the ordained missionary in charge of the program of the Princeton-Hall, and Mr. Willis George will be theskipper and navigator. The P-H will be headquartered in Juneau. We had expected to begin this new arrangement as of November 1, but Willis George has had to be hospitalized and the full ministry of the P-H has been delayed because of this. We expect, however, to proceed with it as soon as he is able to take his place.

J. Earl Jackman, Secretary
Dept. of Work in Alaska

JEJ:EW

Form U3-241 4/30/59 original to Stussi for use on M.S.Princeton-Hall

FK

NOTICE

The undersigned employer hereby gives notice that he has complied with the provisions of the Federal Longshoremen's and Harbor Workers' Compensation Law of March 4, 1927, and the rules of the Bureau of Employees' Compensation, U. S. Department of Labor, and that he has secured the payment of compensation to his employees, and the dependents of employees, engaged in the employments covered by the said law. Such compensation has been secured to such employees, in accordance with Section 32 of the Longshoremen's and Harbor Workers' Compensation Law, by insuring with

Name of Insurance Carrier GENERAL ACCIDENT FIRE & LIFE ASSURANCE CORPORATION, LIMITED

Policy No. 1U-894694 *Date of Expiration of Policy* January 1st, 1960

UNITED
BOARD OF NATIONAL MISSIONS OF THE/PRESBYTERIAN CHURCH IN THE UNITED STATES OF AMERICA

Employer.

By /s/ D. Allan Locke
Treasurer WHD.

(This notice must be posted and maintained in a conspicuous place in and about the place of business and should also be posted at each principal entrance used by the employees.)

FORM COMP. 3753 REV. 3-57

P-H

March 17, 1959

The Rev. Brian H. Cleworth
Box 2539
Juneau, Alaska

Dear Brian:

I have had a long talk with Arch Stewart about the Princeton-Hall and the itinerant ministry in the southeast. He has the three following observations:

1) He is opposed to the use of a plane for the ministry because of weather which he experienced.
2) He feels some Board members have a complete block or prejudice vs the P-H and will insist we sell it. He thinks we will make more progress if we sell it voluntarily and make a new approach.
3) He feels that if we present the need, the Board will see the impossibility of providing an effective ministry with one boat and will consider an appropriation for a new one - more modest than the Anna Jackman.

Therefore, I would suggest that you have the P-H appraised for a reasonable sale price and ask your inquirer if he is interested in buying it for that price and/or ask him how much he will offer for it. This can be presented to the Board for approval at the April meeting. I would like to have it for April 1st if possible.

At the C.M.O. meeting April 1st, I will present the program of this ministry for their consideration and recommendation to the Board, based on the material you sent. Your earlier outline of a 6 months program was given to Dr. Sharp for the Executive officers, but they want it in full.

I expect to be in or near the office until April 2nd at noon.

Regards to the family.

Sincerely yours,

J. EarlJackman, Secretary
Dept. of Work in Alaska

JEJ:EW

P.S. We have wired John Stokes to have John Bartholomew meet the Detroit Settlers at the border and welcome them to Alaska; to get some pictures.

We are recommending the replacement of the Arctic Messenger engine with a rebuilt 170 HP engine for greater power and safety with the floats, to be done in time for Presbytery.

7/12 copies to: Pritchard
Carson

Princeton - Hall file

ALASKA
PERM. FILE

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER OCMI
17TH COAST GUARD DISTRICT
P.O. BOX 2631
JUNEAU, ALASKA

7 June 1960

Board of NationalMissions,
Presbyterian Church

Attn Rev. Richard T. Stussi
A-2 Cedar Park
Juneau, Alaska

Gentlemen:

The following list of items is a consolidation of requirements considered necessary to place the vessel, PRINCETON HALL in status acceptable for certification by the Coast Guard.

The route considered for the vessel was upon waters of Southeastern Alaska, Cape Spencer to Dixon Entrance and thence via the sheltered waters to Puget Sound.

The total passengers allowed was considered at twenty-eight (28) based on facilities presently installed. A considerably greater number might be considered on basis of rail space, but in climate of Alaska, shelter is believed necessary for persons allowed on board. With various alterations of interior fittings this allowance might easily be increased by providing additional fixed seating. In this event, the life saving equipment would require a comparable increase.

Make vessel available in a repair yard where drydocking for underwater body work can be carried out. Submit drawings and specifications where required for any alterations. All equipment requirements are to be of CG approved materials. Provide drawings of vessel to show primary arrangements.

(1) Notify OCMI, Juneau when ready, that an inspector may be assigned to perform drydock examination. Arrange to release planking, open up, bore and plug, remove fastenings for examination as directed. Requirements will then be written on items not visible at this time.

(2) Main deck - replace all cracked or otherwise defective marginal planking when opened up, examine adjacent planking for condition and renew as necessary. Examine deck beam ends, sheer strake, sheathing, etc., for rot or deterioration. Examine planking in way deck house and deck house fastenings.

(3) Tease out caulking in deck seams where evidence of leaking - recaulk and seal to make tight.

(4) Superstructure deck - release planking, trim flashings, etc. to check framing - particularly where evidence of leaking. Repair and make tight.

(5) Lift anchor windlass for check of planking and blocking - renew where defective - resecure.

(6) Fill and caulk as necessary to make hawse pipes tight.

(7) Design and provide protective deadlight covers for glass portholes below main deck (8 total).

(8) Renew flashings around mast, stack, vents to make tight.

(9) Renew woodwork under attachment of chain plates of mast shrouds, refasten.

(10) Overhaul boom and mast rigging - unship boom, check pin and collars, overhaul all blocks, mouse hooks when reinstalled, check splices in wire standing rigging, test to twice working load and mark with Safe Working Load.

(11) Renew cracked sheer strake plank and adjacent planking when surveyed on drydock.

(12) Secure pig iron ballast to prevent shifting in sea way. Weigh to determine how much is installed in each space.

(13) Provide guards around wires, chains, gears of steering gear, throttle controls, auto pilot chain drive where exposed to prevent jamming.

(14) Make fiddley bkd and door at main cabin level fume tight.

(15) Redesign and improve forward berthing space escape hatch to permit operation from both sides (177.30-5(c)).

(16) Overhaul all port holes - free up, renew gaskets, replace cracked glasses, replace wing nuts where missing.

(17) Provide closure fitting for round access opening in deck aft.

(18) Overhaul sheaves for steering gear wire cables in aft peak.

(19) In aft peak - renew cracked deck beam and timber at port transom - caulk deck as necessary.

(20) Alter or replace life rails to meet requirements of 177.40. Minimum 36 inches from deck level is required with 3 evenly spaced courses. Where a bwk is fitted this will serve as lower rail course.

(21) When on drydock - inspect, free up, overhaul as necessary all valves in hull fittings. Replace missing handles.

(22) Install valve in bilge drain pipe to fore peak - put in accessible location aft of fore peak bkd. Make fore peak bkd penetration with proper fitting.

(23) Install stop valve in bilge overboard pipe at hull fitting.

(24) Mark all bilge valves to indicate space served.

(25) Install strainers on suction ends all bilge lines.

(26) Install individual check valves in bilge manifold or redesign so as to protect system from progressive flooding by locating one Stop Check valve between pump and manifold - prove out system by practical test.

(27) Subject entire heating system to hydro test of twice working pressure (to 60 psi). Install suitable insulation on all exposed hot piping, provide approved relief valve on heater and set at 30 psi, overhaul burner system, piping and assoriated wiring to replace elements with deteriorated insulation, jury rigs etc.

(28) Overhaul burner system, fuel and electrical for galley range to eleminate deteriorated insulation, exposed terminals, jury rigs, etc.

(29) In engine space - remove gage glasses from fuel tanks and install plugs.

(30) Provide a portable emergency fire and bilge pump with suction and discharge hoses (182.20-10).

(31) Mark fuel and lube oil fill pipes.

(32) Provide paint locker properly protected (181.15-15) or remove materials from vessel.

(33) Mark escape hatches on bothsides - "ESCAPE HATCH, KEEP CLEAR".

(34) Submit drawing and specifications for additional ventilation for forward berthing area - approx 36 sq inches input duct considered adequate.

(35) Remove all disused electrical wiring.

(36) Redesign wiring in engine room - submit dragrams and specifications to place in general conformity part 183 of regulations. The following elements in particular are to be eliminated - partial voltage tops on batteries, taped off joints in various leads, unsupported wiring, aligator clips. Install protected type switch, distribution and fuse panel. Provide cover for battery bank to protect it from falling articles but not so as to restrict ventilation. Replace exposed knife switch in forward stateroom with protected type switch. Design to provide grounding and proper wiring to radio as noted in regulations.

(37) Provide emergency lighting system or waterproof type flashlights marked and stowed for emergency use only, minimum four (4) - pilot house, engine room, berthing space forward and aft.

(38) Provide life saving gear for 30 percent of persons allowed on board by certificate (180.10-20).

(39) Provide one (1) approved ADULT life preserver for each person allowed on board and 10% additional of type suitable for CHILDREN. Mark with vessel's name and stow according to 180.25-10.

(40) Have master's name properly endorsed on vessel's documents.

(41) Verify hydro test date on 50 lb CO^2 cylinder in engine room and if necessary arrange test as required by 176.15-20. Same for the 2 lb and 4 lb CO^2 units - last dates apparent are 9-45 and 5-46.

(42) Weigh and recharge other units of portable fire extinguishers. Total required to be 1- B-I in wheel house, 1 - B-II near galley, 2 - B-II (not pressurized gas) to cover berthing spaces forward and aft.

(43) Submit drawings and specifications to show means for discharging fixed CO^2 so as to protect galley space where heating unit located. (181-15) provide audible warning. Check amount of gas required for space according to volume of compartments. Mark warning.

(44) Arrange to have any gasoline required on board for use in outboard engines stowed in 5 gal cans at railing aft where can be jettisoned immediately in case of fire.

(45) Provide pyrotechnics as per - 180.35 and watertight container, within date limits set.

(46) Comply regulations FCC regarding radio.

(47) Install remote controls to fuel tank cut off valves and mark (185.30-20).

(48) Arrange to test fuel tanks for leakage by heading up to top of fill pipes.

(49) Provide frames and post under glass certificate of inspection, operator's license, and post an emergency check list as per 185.25-5.

(50) Provide closure for vents to spaces protected by fixed CO^2 system.

Very truly yours,

H. J. Kelly

H. J. KELLY
Commander, USCG
Officer in Charge
Marine Inspection

CH WW MW - anyone interested? We copied from his reports for another purpose.
F.L. 9/10

n.d.

Yes MW

Excerpts from the Monthly Report of Cyrus E. Peck, Juneau, Alaska
Motorship Princeton-Hall

JANUARY

We had to leave Haines at 10 p.m. Sunday night, the 6th. Old Man North Wind went on a rampage. All during the night down Lynn Canal we had to keep constant contact with the Coast Guard stations along the way. Sentinel Island reported 12-foot seas. There was nothing we could do but trust in the Lord to get us safely home, which He did.

From the 7th through the 28th, Old Man North Wind let loose. The mercury played hide and seek below zero. During this period wind blew in the Gastineau Channel up to 100 mph. (The warmest place was in the refrigerator.) We did all we could to keep the water lines aboard from freezing up. We breathed with relief when the weather broke.

FEBRUARY

While we were in Fredericks Sound, about four hours out of Petersburg, our radio picked up a message from a boat that had picked up the bodies of two boys who had drowned while out trapping. The two boys were victims of the worst storm ever to hit Alaska. Knowing the spokesman on the radio and owner of the boat, after he finished his message I called him and talked with the party aboard his ship who were the family of the boys. I learned that one of the lads was to be taken on to Petersburg for burial. The following day was Saturday, and I was called on to conduct the funeral service for the boy. The other lad was buried the same day at Kake by Andrew Gamble.

MARCH

On the 12th and 13th we held service with George Betts, and went over to Excursion Inlet to hold communion service for the Johnson family. This family is a devoted Christian family, and Mr. Johnson is an Elder of the Hoonah Church, but has been living at Excursion Inlet for some time. This communion was the first they have had in three years. The daughter of Mrs. Johnson teaches the children who are living at Excursion Inlet.

From here we went to Tenakee, and there held an evening service with about 24 attending. People from other towns are beginning to arrive at the Cannery for the early pre-season work. Tenakee is a tough place during the summer season. Liquor flows like a river and drownings occurred every summer in the past years. Last year was the only year that did not bring sorrow to someone. Walter (probably Soboleff) and I had personal conferences with families that were weak, and it helped a great deal.

From the 28th through the 30th, we transported the Memorial Church choir to Skagway and Haines. It was rather a little rough. We arrived at Skagway iced down a little. For the first time the Princeton-Hall had a boat load of seasick women. But that evening you could not tell they were sick during the early hours of the day. They sang as though they were happy all the time. Skagway had a good turn out for the program. We continued on to Haines, and there gave a heart-warming message in music. Our return trip was indeed much better than our trip north.

APRIL

The first week we made a trip to Sitka and took the Gospel team to the West coast. There they presented a well-planned program. Kake was our first stop, and they were well received. We then continued on to Klawock and there again were taken in for the night by the local church people. Sunday we had a program at Craig and that afternoon continued on to Hydaburg, leaving for home the next morning. On this return trip we took the outside route, and a pleasant trip this was. The ocean was very calm, the sun was shining, and one could see afar off the snow-capped mountains.

On our return to our base Walter wanted to have a meeting at Angoon so the Elders that were elected to that church could be ordained. So we left for Angoon. We arrived in time for the evening meeting, as we made our arrangements while enroute via radio. Angoon turned out for the service. The local church choir gave a well-rehearsed number.

On the 19th we started for the Lynn Canal to pick up delegates for the presbytery meeting that was to be held at Wrangell. On the 20th I had the opportunity to preach the evening sermon at DeMott's church in Skagway, leaving the next morning for the long trip to Wrangell. Leaving Skagway we transported the remains of Mrs. Stoney who died at the hospital there. Mrs. Stoney had no relations, and all the townsfolk helped in the funeral arrangements. We did our share, and all those who met the boat to unload the remains expressed their gratitude. Here the boat did a job for that purpose for which it was meant--the ministry of comfort.

MAY

From the first of May on through the 24th, painting of the boat was done by help from the Juneau churches. They were Walter Soboleff, Rolland Armstrong, McCluggage from Auk Bay, Herbert Mercer, and this writer. The entire hull was done over. The boat went on the ways and received extensive repairs, both the bottom and the motor.

We then left for Sitka to pick up students there and transport them to their home ports. This indeed helped the students a lot as there were many who did not have sufficient funds to fly. We then picked up delegates for the senior conference to be held at Haines, arriving there on the 31st.

The conference was well attended. There were about 36 delegates mostly from the northern section of Alaska.

A good paint job did wonders to the boat. Aching hands and backs were well rewarded after the entire hull was covered with fresh paint. It is our hope that the boat will undergo a second coat of paint before the winter sets in. This will hold over till the next spring, and will stand up against the hard winter months.